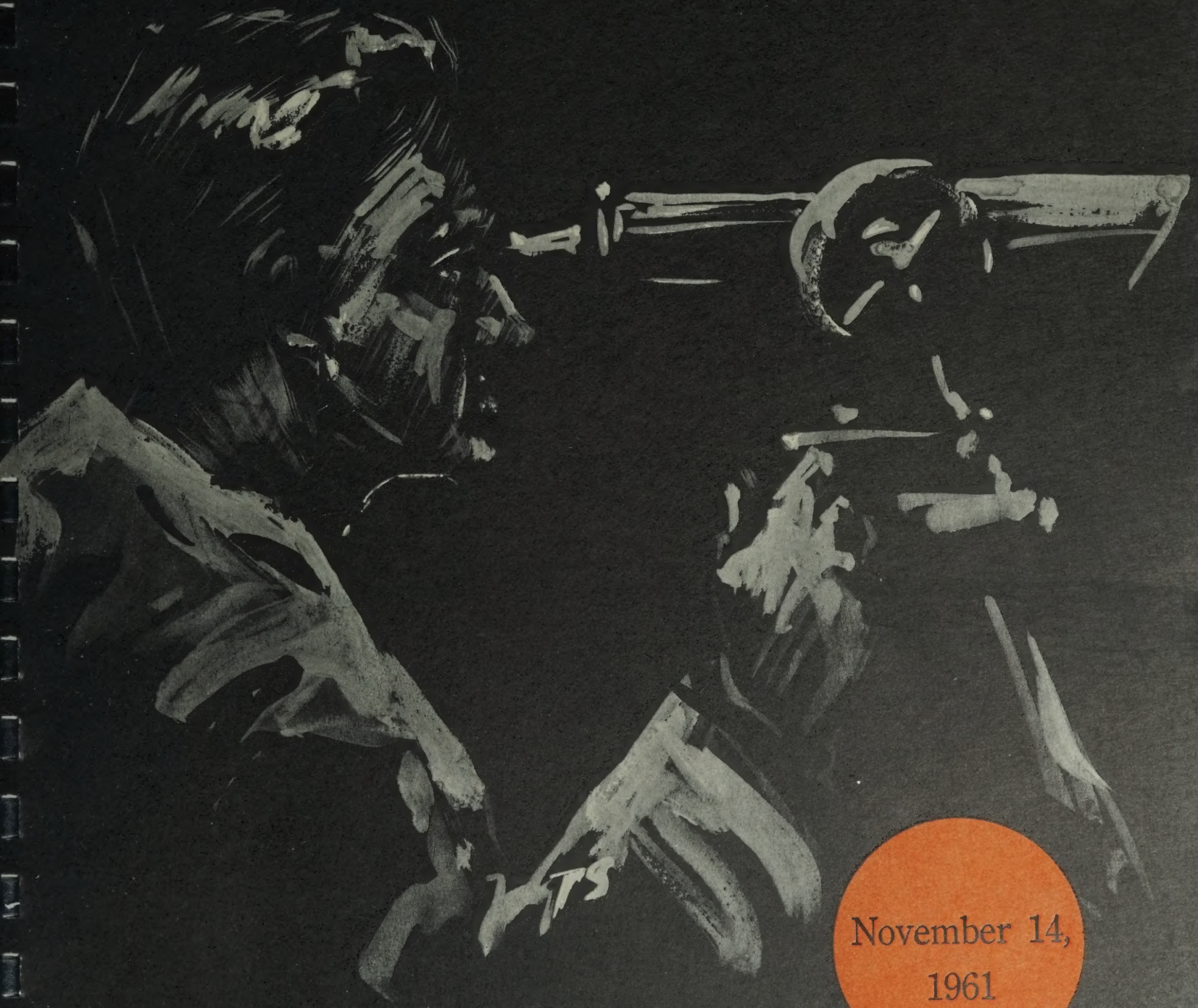
monthly report



November 14, 1961

NEW JERSEY STATE HIGHWAY DEPARTMENT

NEWARK TRANSPORTATION STUDY

The Department's study of all facets of transportation in the Newark area reached final completion during the past month. The study was made in cooperation with the Federal Bureau of Public Roads and the city of Newark. It covered both existing habits and proposed improvements in the movement of individuals and products.

In its final form the report was presented in a large brochure replete with maps and diagrams and statistical tables. A secondary "condensed" version was prepared. Approximately 100 copies each of the main and condensed reports were distributed by the Department to business and industrial leaders as well as officials of the Newark area and interested parties in other sections of the State.

NORTHEASTERN NEW JERSEY TRANSPORTATION STUDY

On October 30 the Commissioner and others of his staff met with the chairmen of the Boards of Freeholders for the 10 northeastern New Jersey counties covering the proposed study which is to be undertaken in cooperation with the Federal Bureau of Public Roads.

This study would be similar to that recently completed concerning the Newark metropolitan area but on a much larger scale in that it would cover all of Bergen, Passaic, Hudson, Essex, Morris, Mercer, Union, Somerset, Middlesex and Monmouth Counties.

NORTHEASTERN NEW JERSEY TRANSPORTATION STUDY, cont'd.

The possibility of such a study was first broached at an all-day seminar that was held at Farleigh Dickenson University on April 14 of last year. It was attended by officials of all the counties involved as well as leading citizens of the area and State officials. At that time the consensus of those attending was that such a study would be desirable and of mutual benefit to all who participated.

Subsequent to the seminar, basic organization of the study was drawn up by the Department and the estimated costs to be carried by the counties, which would run to less than one-tenth of one percent of the total cost, were presented to the various Boards of Freeholders. The official reactions of the various Boards indicated that there was not a real understanding of the purpose or the value of the study. The Commissioner's meeting this month was aimed at filling that void directly. A follow-up meeting will be held at a later date.

WINTER DRIVING FOLDER

This year the Department initiated an extensive effort to provoke vehicles owners to prepare for the winter driving season. The backbone of the campaign was a folder produced by the Department entitled "Are You Ready for Winter Driving", a copy of which is included in this report. Physical production of this folder was

WINTER DRIVING FOLDER, cont'd.

done both within and outside the Department in order to supply sufficient quantities for distribution, which we anticipate will run well over one million copies. Our first shot at getting the folders before the public was to include them in our State Fair exhibit during mid-September. Next we wrote to each of the daily newspapers in New Jersey to enlist their support by arranging for distribution over the counters of their business offices. In this instance the Bergen Evening Record went us one better and distributed approximately 85,000 through their local newsboys and home delivery system.

The next step was to include the information contained in the folder as part of the Department's annual news release on our preparations for the winter season. As a result of the subsequent articles, we received requests from various organizations asking for amounts ranging from 500 to 2,500 copies for distribution to their employees and others.

We followed this up by notifying approximately 100 of the larger businesses and industries throughout the State of the availability of the folders and urged their distribution as a safety service to employees. These offers were well received by a majority of the industries with organizations such as the Radio Corporation of America distributing 21,000, New Jersey Bell Telephone Company

WINTER DRIVING FOLDER, cont'd.

distributing 26,000 and Public Service Electric and Gas Company distributing 30,000 with their employees' pay checks. More than 50 other industries followed the same procedure with amounts ranging from 150 to 10,000 copies each.

Through agreement with the Division of Motor Vehicles, we furnished 500,000 copies of the folder that are now being handed to each driver of a vehicle entering a state inspection station. A similar quantity has been furnished the Division of Motor Vehicles for distribution through their driver examination set-up as well as through their safety program section.

Through the cooperation of the New Jersey Safety Council we are daily receiving requests for copies to be used in the school driver training program. Automobile insurance companies have also been contacted and individual agents are making requests in quantity for copies to give to their insured.

All in all the program of alerting drivers of the coming winter season has been the largest public information operation ever undertaken by the Department. It has received widespread notice by other states with the result that some have requested permission to use our material and others apparently taking it for granted that permission was automatic. We feel that it cannot help but have a beneficial effect toward relieving one

WINTER DRIVING FOLDER, cont'd.

of the worse problems that we encounter each year -- unprepared motorists.

EMPLOYEE TRAINING

During the past month the Department carried out a widespread training program for employees that will be engaged in measuring radioactive fallout in the event of a nuclear emergency.

Over 700 employees were involved in 36 training sessions throughout the State as part of a National civil defense preparedness program to train strategically located field personnel to serve as radiological monitors.

A nucleus of employees received direct training by the office of Civil Defense and the State Department of Health. These employees conducted the training sessions that were just held. A second part of the training program carried out during recent weeks concentrated on first aid training for key personnel of our main building and Fernwood garage area. These employees were afforded two full days of instruction.

PAVEMENT HEATING EXPERIMENT

As part of our policy to leave no avenue unexplored where an improvement in the safety or reasonable convenience of the driving

PAVEMENT HEATING EXPERIMENT, cont'd.

public could be improved, the Department this month inaugurated a test site to study the feasibility of electrical heating of roadway pavements to keep them free of snow and ice.

Considerable study went into the laying out of the test site both as to its location and the area to be encompassed. The site selected comprises the west approaches to the Route U.S. 1 and 9 Passaic River Bridge. Here 42,000 vehicles a day are involved, the area is completely exposed to severe winter conditions and it has been the scene of weather-induced traffic tieups due to motorists having to stop on the inclined bridge approaches to await passage of boats through the drawspan.

Details as to the test site itself and the methods of installing the new pavement heating components are contained in a copy of the news release that was issued internationally by the Department on the subject.

The test site will be activated during periods of adverse weather conditions throughout the entire winter season in order that all aspects as to its feasibility of application can be factually evolved. As far as our maintenance engineers can determine at this time this in itself will be precedent setting in the field of highway construction and maintenance.

PERSONNEL RECRUITMENT

The use of a temporary employee interview center enabled the Department to draw a sufficient number of applicants to fill 22 vacancies in its construction force this month. The majority of the vacancies to be filled were in the temporary highway inspector category. In all, 56 temporary inspector positions have been filled through the use of temporary employment centers within the past four months.

The first center was set up in our Haddonfield office and resulted in our being able to select from approximately 200 applicants persons we felt qualified to fill 11 inspector positions in that area of the State. A second effort along this line held in Newark during September produced 125 applicants and gave us a wide selection in filling 26 vacancies. This month's employment center produced 59 applicants, 19 of whom were employed as highway inspectors, one as an assistant engineer, and two men as bridge inspectors.

CONSTRUCTION PROGRAM

The total amount of highway construction underway reached an all time high this month. As of November 1 the Department had 57 road construction projects underway with a total value in excess of $137 million. During the month several major improvements and extensions of the system were undertaken and some completed.

CONSTRUCTION PROGRAM, cont'd.

Public Hearings - The forerunner of another major undertaking was our scheduling of a public hearing for December 7 that will be concerned with the modernization of the last 3-lane section of Route 18 in the State. It will comprise a 4-mile stretch of Route 18 between Fountain Street in East Brunswick Township and Sunset Avenue in Madison Township, Middlesex County. More than five miles of this artery have already been dualized in order to increase the safety and capacity factors, and work on another two miles is underway in the field at this time.

The construction plans are now underway and nearing completion for providing interchanges at two principal cross arteries of this route in the vicinity of South River as the result of a public hearing held last spring.

The proposed improvement within the new section will be carried out using the same methods as employed in the previously improved portions of the route, namely jughandles, center barrier, a wider and completely resurfaced roadway and wide hard surfaced shoulders.

New Facilities - On October 19 the Department announced completion of another Route 10 widening project in Essex County. The newly improved section extends from the Livingston traffic circle 1.8 miles east to Teed Road in Livingston Township.

CONSTRUCTION PROGRAM, cont'd.

New Facilities, cont'd. - Within this area the highway was widened as the final link in providing a continuous stretch of modernized 4-lane highway 10 miles long.

By October 20 the Department had completed the new Mountain Avenue overpass on Route 22 in Bound Brook sufficiently to permit its being put to public traffic use. This project, in the $1 million class, incorporated five safety improvements within a half-mile stretch of Route 22. The improvements included the overpass itself, a system of traffic interchange ramps between Mountain Avenue and the highway, two additional Route 22 traffic lanes, resurfacing of Route 22 within the limits of the project as well as the construction of a concrete center barrier within its limits.

During the last week in October work on the Route 17-Ridgewood Avenue overpass in Paramus, Bergen County, was completed. In conjunction with this new million dollar facility, 22 adjacent center island openings on Route 17 were closed.

Another project completed during the later part of October concerned the extension of Route 21 Freeway into Clifton north of Route 3 in Passaic County. Although portions of the $11.4 million extension of the freeway and its Route 3 connecting ramps had been

CONSTRUCTION PROGRAM, cont'd.

New Facilities, cont'd. - made available to the public earlier, completion of the entire project completely eliminated a longstanding bottleneck to highway traffic movements in this area.

Progress on construction of our giant $10.9 million Route 95-George Washington Bridge interchange could be noted earlier this month when two new ramps leading from eastbound Route 4 and eastbound Route 46 to Fletcher Avenue in Fort Lee, Bergen County, were opened for public use.

New Projects - Principal among the several new projects that were undertaken by the Department during the past month was the construction of the Interstate Route 287-Route U.S. 1 interchange in the vicinity of Metuchen, Middlesex County. This $3.6 million construction effort will provide the final link for the 13-mile section of Route 287 now under construction all the way from Route 22 near Somerville easterly to Route 1. Construction of the route within the highly congested South Bound Brook area will be completed within a matter of days and open for public use. The entire facility should be available in late 1962.

CONSTRUCTION PROGRAM, cont'd.

New Projects, cont'd. - Another major Interstate route undertaking was marked in the receipt of bids for constructing the Interstate Route 80 bridge over the Hackensack River in Bergen County. This bridge is being built under an overlapping 3-stage schedule set-up so that no time will be lost between stages and also in line with the Department's policy to "break down" contracts and spread the work so that smaller dollar-value contracts will be offered for bid and a greater number of contractors can participate in the construction program.

Bids on the final contract to produce an almost continuous concrete center barrier between Newark and Somerville on Route U.S. 22 were received earlier this month. The actual project site extends from Washington Avenue in Green Brook Township to Middle Brook in Bridgewater Township, both in Somerset County. Within this 4.1 mile section jughandles and center barrier will be constructed and the highway will be widened and resurfaced. It is within this area that the new Mountain Avenue overpass was recently built. In order to accommodate the public, a night schedule will be enforced during paving operations.

EXCESS PARCELS SALE

On October 18 the Department conducted its third sale of excess parcels to clear the books of left over pieces of land not needed

EXCESS PARCELS, cont'd.

for highway construction. By this means, 76 parcels of properties in 15 counties went back on local tax rolls and salvaged $105,000 for the State.

Approximately 125 people attended the sale which was held at the Department's headquarters in Ewing Township. Similar sales were held in 1956 and 1958. In each instance each municipality in which a parcel was located was offered prior rights of purchase as were other State agencies. Deed restrictions were imposed that will prevent any of the parcels from being used as junk yards and preserve the Department's slope and drainage rights.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

Oct. 11 - Met with Pennsylvania highway officials for a review of highways there that would connect with routes in New Jersey.

Oct. 13 - Reviewed the conditions along the Delaware River south of the Walt Whitman and Ben Franklin Bridges with special consideration regarding ferry activities.

Oct. 16 - Meeting with railroad officials in review of their proposed programs for the coming year.

Oct. 17 - Addressed the Bergen County Chamber of Commerce on the subject of transportation of people and goods. A full text of the Commissioner's remarks is included in this report.

Oct. 18 - Met with Mr. Holker of the greater Camden area Chamber of Commerce re rapid transit in the Camden area.

Visited by Senator Grossi and others of his area concerned with matters affecting Passaic County.

Oct. 19 - Meeting with Mayor Pierce of Camden and his associates regarding rapid transit and Camden area highway planning.

MEETINGS, cont'd.

Oct. 23 - Luncheon meeting with Governor Meyner, Newark and Port Authority officials concerning the future of Newark Airport.

Oct. 26 - Met with railroad officials in negotiating land purchases within Hudson County for use by the Commissioner of Markets.

Oct. 27 - Highway staff budget meetings.

Oct. 30 - Met with Board of Freeholders Directors for ten counties to be included in the proposed northeastern metropolitan area study.

Oct. 31 - Discussed with Mr. Paul McMurray, of the Delaware River Port Authority, the deficiency in representation for New Jersey on the Authority. Reviewed the matter with Governor Meyner and at his suggestion wrote Mr. McMurray advising him that the Governor is willing to meet with the Commission to further discuss the matter.

Nov. 2 - Further meeting with railroad officials re land purchases referred to on October 26.

Nov. 6 - Meeting with representatives of several engineering firms contacted regarding Newark Airport and environs study.

MEETINGS, cont'd.

Nov. 8 - Service pin awards to employees of the Department with 30 to 40 years' service and presentation of memento to each employee.

Nov. 9 - Met with Mayor Brady of Bayonne and his associates re the future of the Westside Highway (Route 440).

Met with Mr. Andrus, Chairman of a Passaic County committee interested in crystalizing thinking with regard to the Route 21 Freeway and elimination of grade crossings.

Nov. 10 - Staff budget meetings.

Nov. 13 - Addressed the northeast division of AASHO representatives conferring on right-of-way matters, policies and plans for the future.

Nov. 14 - Participated in review of Legislation S226 and A491 in the Governor's office.

BIDS RECEIVED

Oct. 11 -	Interstate Route 287 Grading - Paving - Bridges Edison Township and Metuchen, Middlesex County. Public Constructors, Inc., Blackwood.	$3,630,005.95
Oct. 24 -	Route 4 Pedestrian Bridges at Phelps Road and Lincoln Place, Teaneck, Bergen County. Ell Dorer Contracting Co., Irvington.	82,370.75
Oct. 26 -	Route U. S. 130 Drainage Improvement Dwight Avenue to Laurel Avenue Collingswood & Woodlynne, Camden County. A. H. Lupton, Jr., Inc., Bridgeton.	162,554.00
Oct. 26 -	Route 35 Widening and Resurfacing Eatontown Traffic Circle to Shrewsbury Avenue, Eatontown, Monmouth County. Michael J. Stavola, Inc., Red Bank.	255,622.75
Oct. 26 -	Route 27 Widening and Resurfacing Miltonia Street to Elizabeth City Line, Elizabeth, Linden & Roselle, Union County. Standard Bitulithic Company, Newark.	825,872.30
Nov. 2 -	Phillipsburg-Belvidere Road (Co. Rte. 519) Widening and Resurfacing Belvidere to White Township, Warren County. Warren Paving Company, Stewartsville.	67,373.50
Nov. 2 -	Route U. S. 22 Widening, Resurfacing, Jughandle Green Brook Township to Bridgewater Township, Somerset County. L. Zimmerman & Sons, Hillside	1,058,750.47

BIDS RECEIVED, contd.

Nov. 8 -	Interstate Route 80 Hackensack River Bridge Superstructure Deck, Railing and Incidental Work Hackensack and Ridgefield Park Township, Bergen County. Cayuga Construction Corp., New York City.	$ 1,382,024.00
Nov. 9 -	Route U. S. 322 Widening, Resurfacing and Drainage Williamstown to Cecil Monroe Township, Gloucester County. South Jersey Construction Co., Riverside.	932,056.55
	Total Bids Received -	$ 8,396,630.27

CONTRACTS AWARDED

Oct. 12 -	Route U. S. 206 Paulins Kill Bridge & Incidental Paving Frankford Township, Sussex County. Coopersmith Bros., Phillipsburg.	$136,268.13
Oct. 12 -	Routes 1 & 9 Island Closings and Turnarounds Elizabeth, Union County. Robert Bossert & Co., Newark	33,333.75
Oct. 20 -	Route 71 - Planting Asbury Park, Monmouth County. Howe Nurseries, Pennington	3,573.00
Oct. 26 -	Route 4 - Pedestrian Bridges Teaneck, Bergen County. Ell-Dorer Contracting Co., Irvington	82,370.75
Nov. 3 -	Interstate Route 287 Grading - Paving - Bridges Edison Township & Metuchen, Middlesex County. Public Constructors, Inc., Blackwood	3,630,005.95
Nov. 3 -	Route U.S. 130 - Drainage Improvement Collingswood & Woodlynne, Camden County. A. H. Lupton, Jr., Inc., Bridgeton	162,554.00
Nov. 3 -	Route 35 - Widening and Resurfacing Eatontown, Monmouth County. Michael J. Stavola, Inc., Red Bank	255,622.75
Nov. 3 -	Route 27 - Widening and Resurfacing Elizabeth, Linden & Roselle, Union County. Standard Bitulithic Company, Newark.	825,872.30
Nov. 13 -	Phillipsburg-Belvidere Road (Co. Route 519) Widening and Resurfacing Belvidere - White Township, Warren County. Warren Paving Co., Stewartsville	67,373.50
	Total Contracts Awarded -	$5,196,974.13

BIDS TO BE RECEIVED

Nov. 15 - Route U.S. 1 & 9
Paving and Curb Construction
Vicinity of Foundry Street and Neck Lane
Newark and Elizabeth
Essex and Union Counties.

Nov. 15 - Glassboro State College
Grading and Paving of Parking Area
Glassboro, Gloucester County.

Nov. 15 - Route 33
Widening and Resurfacing
New Shrewsbury & Wall Township, Monmouth County.

Nov. 16 - Route 206
Channelization at Ross' Corner and Pavement
Widening.
Frankford Township, Sussex County.

Nov. 16 - Route 206
Widening, Resurfacing, Creeper Lanes
Andover Borough and Byram Township
Sussex County.

Nov. 21 - Lincoln Street Bridge over Passaic River
Paterson, W. Paterson & Totowa
Passaic County.

Nov. 22 - Interstate Route 80
Grading - Paving - Bridges
Saddle Brook & Rochelle Park Townships
and Lodi, Bergen County.

Nov. 29 - Route U. S. 206
Intersection Revisions
Hillsborough Township and Somerville
Somerset County.

BIDS TO BE RECEIVED, contd.

Nov. 29 - Route 3 - Hackensack River Superstructure
Secaucus, Hudson County.
East Rutherford, Bergen County.

Nov. 29 - Route 24 - Resurfacing
Union & Maplewood Townships, Irvington
Union and Essex Counties.

Nov. 30 - Interstate Route 80
Grading - Paving - Bridges - Walls
Paterson and East Paterson
Passaic and Bergen Counties.

New bituminous resurfacing covering for experimental highway heating cable installation on Route U.S. 1 and 9 approaches to the Hackensack River Bridge.

THE NEW JERSEY STATE HIGHWAY DEPARTMENT
OFFERS THESE SUGGESTIONS
for your
SAFETY AND CONVENIENCE

THE NEW JERSEY STATE HIGHWAY DEPARTMENT HAS MORE THAN 1,700 PIECES OF SNOW AND ICE CONTROL EQUIPMENT AND ABOUT 3,000 MEN READY TO GO INTO ACTION ON A FEW HOURS NOTICE.

THE DEPARTMENT IS NOTIFIED WELL IN ADVANCE OF ANY THREATENING WEATHER CONDITIONS THROUGH SUBSCRIPTION TO A TOP-FLIGHT WEATHER SERVICE AND DURING STORMS IS KEPT ABREAST OF WEATHER CHANGES.

BY MEANS OF THE DEPARTMENT'S TWO-WAY RADIO SYSTEM (10 BASE STATIONS AND 255 MOBILE UNITS) THE STATEWIDE SNOW AND ICE CONTROL JOB IS COORDINATED TO THE BEST ADVANTAGE OF THE STATE.

ALL OF THESE FACILITIES WILL BE USED TO HELP YOU TRAVEL AS SAFELY AND EXPEDITIOUSLY AS POSSIBLE. YOU CAN DO MUCH TO AID YOURSELF, AND THE DEPARTMENT TOO, IF YOU FOLLOW THE SUGGESTIONS CONTAINED IN THIS FOLDER.

Early Preparation

BEFORE COLD WEATHER SETS IN MAKE SURE YOUR CAR AND ALL ITS ACCESSORIES ARE READY FOR THE WINTER SEASON. CHECK THESE POINTS - -

- ☐ BRAKING SYSTEM MECHANICALLY GOOD.
- ☐ BRAKES EVENLY BALANCED.
- ☐ GOOD TREAD ON FRONT TIRES.
- ☐ SNOW TIRES MOUNTED ON REAR WHEELS.
- ☐ TIRE CHAINS AND WARNING FLARES IN TRUNK.
- ☐ RADIATOR HAS SUFFICIENT ANTI-FREEZE.
- ☐ HEATER AND DEFROSTER OPERATE EFFICIENTLY.
- ☐ ICE SCRAPER FOR WINDOWS.
- ☐ WINDSHIELD WASHERS OPERATE.
- ☐ WINDSHIELD WIPER BLADES DON'T STREAK.

When Snow or Ice is Expected

DON'T DRIVE UNLESS IT IS ABSOLUTELY NECESSARY. HOWEVER, IF YOU MUST:

- ☐ FILL YOUR GAS TANK.
- ☐ PUT A BUCKET OR BAG OF SAND IN CAR TRUNK.
- ☐ STORE A SHOVEL IN YOUR CAR TRUNK.
- ☐ PUT SOME NON-PERISHABLE SNACKS IN YOUR GLOVE COMPARTMENT.
- ☐ ADD A HEAVY BLANKET TO YOUR CAR'S STANDARD EQUIPMENT.
- ☐ KEEP ABREAST OF THE WEATHER VIA YOUR CAR RADIO.
- ☐ PARK OFF MAIN HIGHWAYS OR DESIGNATED "SNOW STREETS".

Driving on Hazardous Roads

DURING A SNOWFALL OR IMMEDIATELY THEREAFTER, YOU CAN DO MANY THINGS TO INCREASE YOUR SAFETY FACTOR:

1. DON'T WAIT UNTIL YOU ARE STUCK TO PUT EMERGENCY CHAINS OVER YOUR REGULAR OR SNOW TIRES.
2. DRIVE SMOOTHLY - - DON'T TRY TO ACCELERATE RAPIDLY, MAINTAIN AN EVEN PACE, TAKE CURVES AND CORNERS WITH CAUTION.

over

THE NEW JERSEY STATE HIGHWAY DEPARTMENT
OFFERS THESE SUGGESTIONS
for your
SAFETY AND CONVENIENCE

"MOVEMENT OF PEOPLE AND GOODS"

Dwight R. G. Palmer
New Jersey State Highway Commissioner

Bergen County Chamber of Commerce
Tuesday, October 17, 1961
Swiss Chalet, Rochelle Park, New Jersey

At least a few of you are conscious of the fact that I used to be in your position at gatherings such as this. As one who was active in industry and business it was my lot to spend a percentage of my time conferring with governmental officials while they explained what they were going to do for the communities in which my company and I were interested. Then without too much warning I "traded sides", as it were, and learned what it is like to have to face up to "doing" rather than sitting on the sidelines and viewing. This State job I was assigned to was supposed to last a couple of weeks or so - that was back in the year 1954.

It is always a pleasure to discuss transportation needs with a group which has shown as much interest and understanding of the problem as have you people of Bergen County. Bergen holds the distinction of being the top County of the State insofar as active highway construction is concerned. The present Administration has committed about $127 million to construction of State highways in Bergen County since 1953, compared, if you will, with something less than $72 million in the previous 36 years; this dating back to the time the State Highway System was first set up by the Legislature. If maintenance by the State Highway Department and aid

to County and Municipal roads are included the total dollars spent in Bergen County since the end of 1953 is almost twice the amount for any other county of the State.

These figures are more than a mere statistical comparison. They provide solid proof that the present Administration has been well aware of the crying need for more and better transportation facilities in this growing residential and industrial area - and incidentally, has done something about it.

As you know, the 1960 Federal Census showed that Bergen County experienced the greatest actual increase in population during the previous decade of any of the 21 counties in the State. This increase, of course, did not come all at once but crept up over the years. The signs of the coming "population explosion" were apparent to all of us back in 1954 and the fact that something had to be done about it was obvious. The existing road network in Bergen County as elsewhere was wholly inadequate for the need even then, let alone for future traffic volumes, which are still climbing upward at a staggering pace. Many sections of highways were extremely hazardous. We have a husky pack of index cards recording the Highway Department's efforts to eliminate the dangers of traffic strangulation and highway deaths in Bergen County since early 1954. Perhaps a few of the older entries would remind you of problems we together faced.

Some years back we were busy demolishing the old Riviera Night Club in Fort Lee and letting contracts for construction of the Palisades Interstate Parkway, one of the finest scenic routes in the entire metropolitan area.

Then, there were the early plans for dualizing Route 17 north of Ramsey; installation of modern highway lighting on Route 9W; by the construction of grade separations a number of signals were eliminated and these intersections on Route 17 were made safer; widening of Route U. S. 46 at Teterboro; construction of a new bridge over the Hackensack River between River Edge and New Milford and Teaneck, a county job in which we assisted; placing "anti-smog" lights on Route 3 in the Meadows area; adding center barrier safety curb on Route 4 near River Edge; and so on. These are just samples of the variety of our work in 1954 and 1955 when money for highways was really scarce.

A list of all projects undertaken since 1953 would take too much time, but our continuing construction and safety programs on some of the more important routes merit further discussion.

Nineteen Fifty-Six marked the start of real action on the most important highway construction project in the history of Bergen County - the long-awaited Bergen Expressway. In January of that year, my associates and I met with the County Planning Board on several occasions to present a number of possible alignments for the new superhighway. I am sure you will remember the controversy which surrounded the location of the expressway in the Leonia-Englewood area, traversing as it had to the heavily built-up section of the County. Now one of the advantages of serving in industry was the knowledge that if you want to get the customer's order you have to call on him and I felt it essential to see the officials of all of the communities that we might discuss with them the details of the Expressway's path through each of the affected municipalities. Between June 5th and June 22nd, 1956 my associates and I made in excess of a dozen evening visits to your communities to iron out the

kinks which had developed and to apprise your officials of our plans. Following these meetings a long series of conferences were held with Washington officials. As a result we were successful in our efforts to persuade the Federal Bureau of Roads to accept the much publicized "buttonhook" alignment at the eastern end of the Expressway instead of a straight path which would have taken far more in the way of ratables.

All of these conferences and the public hearings that followed took time - a lot of time. One thing the general public is apt to overlook is that it would always be far quicker - and a lot easier - for the Highway Department to adopt an arbitrary attitude and push construction of a new highway straight through populated areas regardless of the wishes of local residents. Any catering to the prevailing feeling that new highways should be built "in the other fellow's back yard" inevitably extends the period of preliminary planning for almost indefinite periods. Nevertheless, this Administration has always taken the position that local needs and desires should be given every consideration possible, compatible with the overall interest. While this procedure has led to regrettable delays - often stemming from conflicts between adjoining municipalities and other bodies - in the main our plan has worked out quite well and to the benefit of the local interests.

After agreement on the basic alignment of the Expressway, most local problems affecting Bergen County municipalities have been solved to the satisfaction of all concerned. Some differences still exist, but these are not now delaying the construction program.

The preparation of actual construction plans and the purchase of right-of-way was expedited when the Highway Department obtained the

Port of New York Authority's agreement to provide $25 million toward construction of approaches to the George Washington Bridge and the first contract for demolition of buildings in Ridgefield Park and Bogota was awarded in April 1959.

Some years ago the Department promised that traffic would be rolling on the Expressway in 1963 and I feel certain we will make good on that pledge. The final construction contracts involving Bergen County will be awarded in the present fiscal year and the route should be completed into Paterson in two years or less.

This Expressway forms part of the Interstate Defense System. From the Passaic River to the Parklands east of Teaneck Road, it is part of Interstate 80, which will eventually extend west all the way to the Pacific. From the Parklands to the George Washington Bridge, it is part of Interstate 95, which runs north and south along the Atlantic Coast. You might be interested to know that approximately $100 million has been committed so far for engineering, right-of-way and construction of the 12.7 miles from the river to the bridge.

A glance at the alignment of the Expressway as it will look in Bergen County when completed, indicates the multiplicity of lanes, ramps and overpasses needed to carry a high volume of traffic at express speeds through this urban area. Similarly, the model of the George Washington Bridge approaches offers graphic illustration of why that project alone is costing more than $10 million.

Right-of-way in your area accounts for a sizeable share of the overall cost of the Expressway. Starting in 1958, the Department has been faced with the task of buying almost 1,200 separate parcels of property,.

two-thirds of them with improvements which included houses, large motels, industrial plants, busy service stations and other commercial establishments.

The residents of Bergen County and the adjoining areas to the west may wonder why work on the Expressway was not started sooner, so that it could have been completed by now. The Highway Department, while well aware of the need, was "handcuffed" by lack of the magic ingredient - money. Not until the Federal Government agreed to stand 60% of the cost and later 90% of the cost of Interstate Routes was it possible to contemplate construction of such tremendous facilities with any degree of assurance that plans would give birth to a highway.

For the same reason, construction of other new highways eligible for only 50% Federal Aid has had to proceed at a much slower pace. New Jersey receives from the Federal Government an average of slightly less than $15 million a year in aid for so-called "primary and urban" projects which, when matched by an equal amount of State funds, provides only about $30 million for the needs of all 21 Counties and a large share of this must go for improving the capacity and safety of existing roads.

Nevertheless, work on construction of Route 208 from Harristown Road, Glen Rock,northwest to Route U. S. 202 in Oakland was started late in 1954. The project has proceeded steadily since then and the final contract covering the section from Franklin Lakes to Route U. S. 202 was awarded this Spring. Plans for a grade separation at Marlot Avenue are now on the drawing board.

When present construction is completed next year, Route 208 will consist of a 10.7-mile stretch of two-lane highway built at a cost of more than $5 million, including construction of many bridges. The highway has been designed so that it can be dualized when future traffic demand warrants. An extension beyond Route U. S. 202 is also on the Highway Department's Master Plan for meeting 1975 traffic needs.

Route 17, long a major north-south traffic artery in Bergen County, is an outstanding example of our long-range effort to build safety and increased capacity into existing highways. This "half-soling and heeling" process never ends. As fast as one improvement is completed, another demands attention. The efforts of your Chambers of Commerce persuade more industry and shopping centers to locate in your county. Each new venture creates a problem and then we sometimes get "rolled over a barrel" because we are not ready for your new developments.

As already mentioned, dualization of the northern section of this congested route was an urgent necessity in 1954 and work started that summer - incidentally, my first year of State service. Improvement of the highway has continued steadily to date and has been included in construction plans for the future.

Just another word about Route 17, we have and are providing overpasses from the northern boundary of our State to Route 4 and the route throughout these limits will have 6 lanes which should materially relieve the traffic conditions on this important artery.

Overpasses have been built at Spring Valley Road over Route 4 and Midland Avenue and Century Road on Route 17; while one is now under construction

at Ridgewood Avenue; new structures at Linwood Avenue, Hollywood Avenue and Prospect Avenue are in the current construction program; and similar work at Wearimus Road, Allendale Avenue and Lake Street and Saddle River Road is planned for the early future.

A very large number of center island openings have been closed, center barrier safety curb has been installed, traffic circles revised and jughandle turns constructed at many locations. On a less expensive but still important scale, traffic signal controls and highway lighting along the entire route have been improved. The improvements on Route 17 alone have cost close to $12 million so far, with another $3.5 million allocated for the balance of the current fiscal year.

The new Route 3 bridge across the Hackensack River, with initial contracts started already, will be of great benefit to the citizens of your County, also of the entire State, leading directly as it does to the Lincoln Tunnel, but no doubt the residents of Bergen County will feel the greatest relief when it is completed in late 1963. This modern facility total cost will run about $17 million dollars.

By now you probably appreciate only too well that a recital of past, present and future highway work in Bergen County could last a good deal longer than you might care to hear at this time. Suffice it to say that the multiplicity of smaller projects on other routes has cost well over $10 million in the past seven and a half years. Some of these, such as pedestrian overpasses, have a value far beyond their cost. They are examples of the continuing effort to get the most for the highway dollar in all parts of the State.

The effort demonstrated in the past will continue - and in the same

direction. Unless and until the Legislature provides larger amounts of money over and above the sums needed to match Federal Aid, it will be impossible to contemplate large-scale new construction in urban areas.

Some of you have expressed interest in the possibilities for a marginal road for Route 17 and for service roads on Route 4 between Route 17 and the Hackensack River. As we are sympathetic to the need for providing safe and convenient access to shopping centers and commercial areas such facilities have been included in our thinking but they have not to date been developed or allocated construction funds because the money just isn't there.

The question of another north-south route through Bergen County brings us to the question of future prospects for the New Jersey Turnpike and the Garden State Parkway.

While no definite alignment has been set, the Turnpike Authority has been considering for some time what might develop concerning an extension north to the New York State Thruway. As shown on the map, this might generally follow the line of the Hackensack Valley to the vicinity of the Oradell Reservoir. From there to the Thruway, a variety of locations are possible depending on where the two Authorities might wish to locate a connection. The "take-off" for a northern movement is still in the discussion stage. Such a facility would undoubtedly relieve the existing highways in Bergen County, particularly Route 17 and Route 9W, of much of their through truck traffic. In the meantime, we are constructing Interstate 95 south from Route 80 to a connection with Route 46, giving the Turnpike Authority the opportunity to connect with Route 95.

Much has also been said about the possibility of allowing trucks to use the northern section of the Garden State Parkway. In the opinion of the experts, this might well cost more than it is worth. In the first place, the existing Parkway was not built to carry trucks and would have to be extensively reconstructed. Secondly, there is a serious question whether projected traffic volumes would be worth committing the Parkway to an expensive construction and maintenance project. And, most important of all, the Parkway was conceived and has enjoyed its greatest success and nation-wide recognition as a scenic express route for passenger traffic only.

Most of what I have said so far concerns the eastern, most urban portions of the County. It should be remembered that large areas in the northwest still await development. The alignment of Interstate 287, a belt route around the metropolitan area, is under study in this section. Under the Federal Highway Construction Program, it will be completed by 1972, and the successive construction stages should aid materially in enriching the commerce of the entire County and of the State.

Now for a changeover, let me cover a few facets of the railroad situation. The New Jersey Highway Department has, under the present Administration, recognized that rail transportation is an indispensable partner in the movement of people and goods. I shall attempt to outline what has been done and what we plan doing to keep your transit facilities alive.

Although highways are the arteries of distribution of our statewide and national transportation system, the railroads are the real backbone that shoulder a substantial share of carrying the interstate, journey-to-work travel during the morning and evening peak periods - particularly in the metropolitan areas.

Some 165,000 residents of New Jersey have gainful pursuits in the State of New York and approximately 60,000 residents of New York engage in similar activities in the State of New Jersey. The great mass of these people travel back and forth between the two States in the morning and evening peak periods. This peak hour problem has been sharply aggravated by the general trend away from the use of railroad facilities toward individual automobiles and buses. For instance, in 1930 daily passengers by auto and bus into New York totalled 53,500, while travel by rail and rail ferry totalled 315,000 per day. In 1960 the situation was almost reversed. Auto and bus passengers totalled nearly 300,000 and rail passengers dropped below 100,000 per day.

The core of this problem is the need for facilities to bridge the great physical and legal barrier of the Hudson River that divides the population centers lying to its east and west. This river separates what is otherwise a tightly woven commercial, social and economic entity.

If movements across the Hudson were evenly spaced throughout the day, they could be provided for with relatively little difficulty. Although the City of New York Planning Commission and the Downtown Lower Manhattan Organizations have both been applying their efforts towards developing staggered working hours, it is obvious that even though the concentration may be eased somewhat, it cannot be avoided.

The burden of accommodating the peak hour travel between the two States can be appreciated when it is realized that in the peak hour from 8:00 A. M. to 9:00 A. M. rail, bus and auto passengers crossing the Hudson total 90,200 whereas between 1:00 and 2:00 P.M. there are only about 13,200 crossings by all modes combined - only about 1/7th of the peak hour volume. Of the 90,000 total, 40,600 are railroad passengers, 35,700 are bus riders and 13,800 are passengers in automobiles. During the peak hour, surveys record an average of 1.8 people per auto. Although between 8:00 and 9:00 A. M. more than 90,000 people move across and under the Hudson, only 7,660 autos cross between New Jersey and Manhattan via both tunnels and the George Washington Bridge for all destinations east of the river, whether it be Madison Avenue, New England or Long Island. Surveys also show that only 41% of the autos crossing the three vehicular facilities in the commuter hours have Manhattan destinations below 60th Street.

Our streets and highways presently accommodate hundreds of thousands of autos during the morning rush hours and as only 7,600 autos cross the Hudson River between 8:00 and 9:00 A. M. one can well imagine the extent of the congestion that would result if all interstate commuter trips were to be made on the highways.

By this time some of you are probably saying you are not concerned with the overall area picture, "Why not get down to brass tacks" and tell us what you and your staff have in store for Bergen County.

Well, as you know, the bulk of rail service in Bergen is operated by the Erie-Lackawanna and its controlled subsidiary, the New Jersey and New York Railroad. Through our contract program we have assured you that the essential service operated by those carriers will continue and at stabilized fares until August 29, 1962. Here is something I want all of you to take note of - the significant change in attitude of Railroad Management and it might not be amiss to also point out that the same change is in evidence in the State Government. For instance, the Erie-Lackawanna and our Division of Railroad Transportation have jointly retained a consulting firm that is developing specific proposals for more efficient use of the railroad's existing routes and to coordinate more closely with the Hudson and Manhattan Railroad. Workable plans now under development by the consultant anticipate the construction of a transfer facility just east of the Erie-Lackawanna Station in Harrison and the extension of the H & M over the Lackawanna tracks from Hoboken to the transfer station. Passengers from the electric lines would conveniently transfer to both up and downtown H & M trains. The feasibility of routing the Boonton line, the Main Line through Ramsey, Ridgewood and Paterson and the Greenwood Lake Branch trains also to the new transfer station by upgrading the industrial track from Kingsland to Harrison, appears as a practical possibility.

Since the Erie abandoned its passenger terminal at Jersey City and routed all its service to Hoboken, Bergen County residents patronizing the Northern Branch of the Erie have had to put up with a "back-up" move at Bergen

Junction consuming at least seven minutes of the scheduled travel time. This has discouraged numerous rail passengers who have resorted to the highways. With the extension of the H & M to Harrison, a station would be added at Bergen Junction allowing passengers direct transfer to the H & M eliminating the "back-up". Also stops would be added at Susquehanna transfer enabling passengers to have more convenient access to the 42nd Street area. By the H & M they can reach 34th Street and the downtown financial area.

We are planning to provide passengers using the New Jersey-New York Railroad with convenient access to uptown destinations. This can most reasonably be provided by routing trains over the Susquehanna right-of-way easterly of Hackensack. Stops would be provided at Susquehanna transfer to enable passengers to use bus service to the 41st Street terminal. The trains, however, would continue through to Bergen Junction where remaining passengers could transfer to the H & M as in the case of the Northern Branch.

Supplementing the existing locomotives and coaches with rail-diesel cars and restoring service throughout the day on 30 minute or hourly schedules could determine whether passengers might be brought back to the rails during non-rush hours. With coordinated bus service at the transfer station opposite the Lincoln Tunnel access highway, the routes would provide both uptown and downtown Manhattan destinations.

Some of your commuter group people have expressed confidence that favorable financial results could be obtained by operating a five commuter train schedule on the West Shore Branch of the New York Central Railroad tracks. The suggestion is that commuter schedules be supplemented with single

rail-diesel cars operating on a 30 minute or hourly time-table during mid-days and evenings - all trains to stop at Susquehanna transfer to afford passengers a midtown connection by bus and then proceed to the H & M at Bergen Junction as in the Northern Branch proposal. Such a plan might be worked out if a source of funds could be developed to acquire the existing right-of-way and trackage of the Old West Shore and cause the service to be operated in conjunction with other rail and bus routes. Our consultant is developing these proposals further to enable the State to determine the appropriateness of an application for federal funds under the 1961 Housing Act to test out such a program.

All of the rail improvements described are in some way tied in with the H & M Railroad - an interstate rapid transit system vital to the needs of both New York and New Jersey. In recent years it has been obvious even to the casual observer that the facility needed not only a "face-lifting" but rehabilitation of its every part, if full advantage of its potential as a passenger carrier was to be realized.

From the outset the position of the State has been that the H & M should be put under bi-State regulation and control and that its rehabilitation should be a bi-State venture. After years of successfully diverting all attempts to involve it in rail transit, the Port of New York Authority was finally persuaded to agree to expend considerable sums to purchase, rehabilitate and operate the H & M, even though the revitalized line were to record a non-profit result.

Legislation enabling the Authority to proceed with acquisition of the H & M was enacted in the State of New York in the closing days of last Spring's Session but included in the same bill was also an authoriza-

tion for the Authority to construct and operate a facility for the handling of all matters pertaining to international trade in the lower Manhattan area. The New Jersey legislature, although for the most part, as I understand it, is in favor of the Authority's acquisition of the tubes, is not ready to authorize the World Trade Center project. In our discussions with New York officials, agreement to revise their bill to authorize further involvement in rail matters by the Authority has not only been expressed but advocated. However, agreement to separate the Trade Center and H & M authorization into separate bills is still not a reality. There seems to be little likelihood of further legislative action on these projects until a new Administration is active in Trenton.

The federal government has taken some action to meet at least in part its responsibility for mass transit and has further recommendations before the Administration from the I. C. C. and other agencies. The Legislature and the State of New Jersey acted resolutely in establishing the Contract Program and it has charged our Division of Railroad Transportation with other responsibilities in rail matters. Certain counties and municipalities are acting with regard to stations and parking areas - matters that should be handled locally and not by the carriers; other municipalities are organizing officially constituted commuter organizations to work with the State, the carriers and the regulatory agencies to provide an official channel to voice local interest.

It will be by this method - all elements contributing towards a common goal - that the improvements necessary to give our people a transportation network befitting the nation's largest metropolitan complex will be

accomplished.

I predict that the answer does not lie in the adoption of some grandiose master plan - or a panacea based on a new concept in mass travel. It will only be solved when the carriers together with all levels of government and all parties at interest recognize their mutual responsibility and act accordingly.

Numerous non-experts and some experts have recommended construction of a new railroad tunnel from New Jersey to a terminal between 50th and 60th Streets in Manhattan. Some have suggested closer study of radical means of mass travel by systems still largely on the drawing boards - such as the Levacar and Monorails giving a larger dimension to travel possibilities between cities and from newly developing areas to the central cities.

Proposals received from various sources include additional extensions in both New York and New Jersey of the H & M. New rapid service between Staten Island - Bayonne - Jersey City - and integration of the Newark Subway with rail lines. Nice plans, all of them. I just wish we had an equal number of experts in the financial field who would invent ways and means of raising the money to accomplish some of these schemes. However, such proposals are not to be "brushed off" as they have some measure of value but meager financial resources have already seriously limited the probability of any of these extensive plans falling into the realm of reality. Funds now in prospect at the Federal level and proceeds from the Commuter Benefit Tax as, if and when available, may permit an examination to be made of the desirability of such ventures in promoting the future growth of our State, however, before we "chase pink butterflies" it is our

job to produce practical, down-to-earth plans that have a reasonable chance of getting into operation. There has already been too much planning, too many reports by self-termed "experts". Only plans that bear fruit - that materialize - are of any value to the public.

Just one reference conveyed to you in the best of spirits because we are all friends working together in a common cause - better transportation. In government, some of us find the need for the "hide of an elephant" to avoid taking too seriously some of the barbs tossed our way, especially in the field of mass transit. Some criticisms may be born of self interest, some of a desire to be recognized and for a variety of reasons, many of them sincere. Here in Bergen County, however, we have had experienced, sincere cooperation and for this we in government are duly thankful. We have had from your leading paper, The Record, not only constructive assistance but some stimulating and constructive suggestions. Also some other news media have been constructive and helpful.

However, we in government will never reach the stage of perfection that some writers of articles in the field of transit feel that they themselves have attained - without experience.

If I may, I would like to close with the theft of the essence, although not the exact quotation of a statement by that distinguished statesman, Sir Winston Churchill, "It is easy enough to say what you would do if you had the job, but it is something else again to have the responsibility for the execution thereof."

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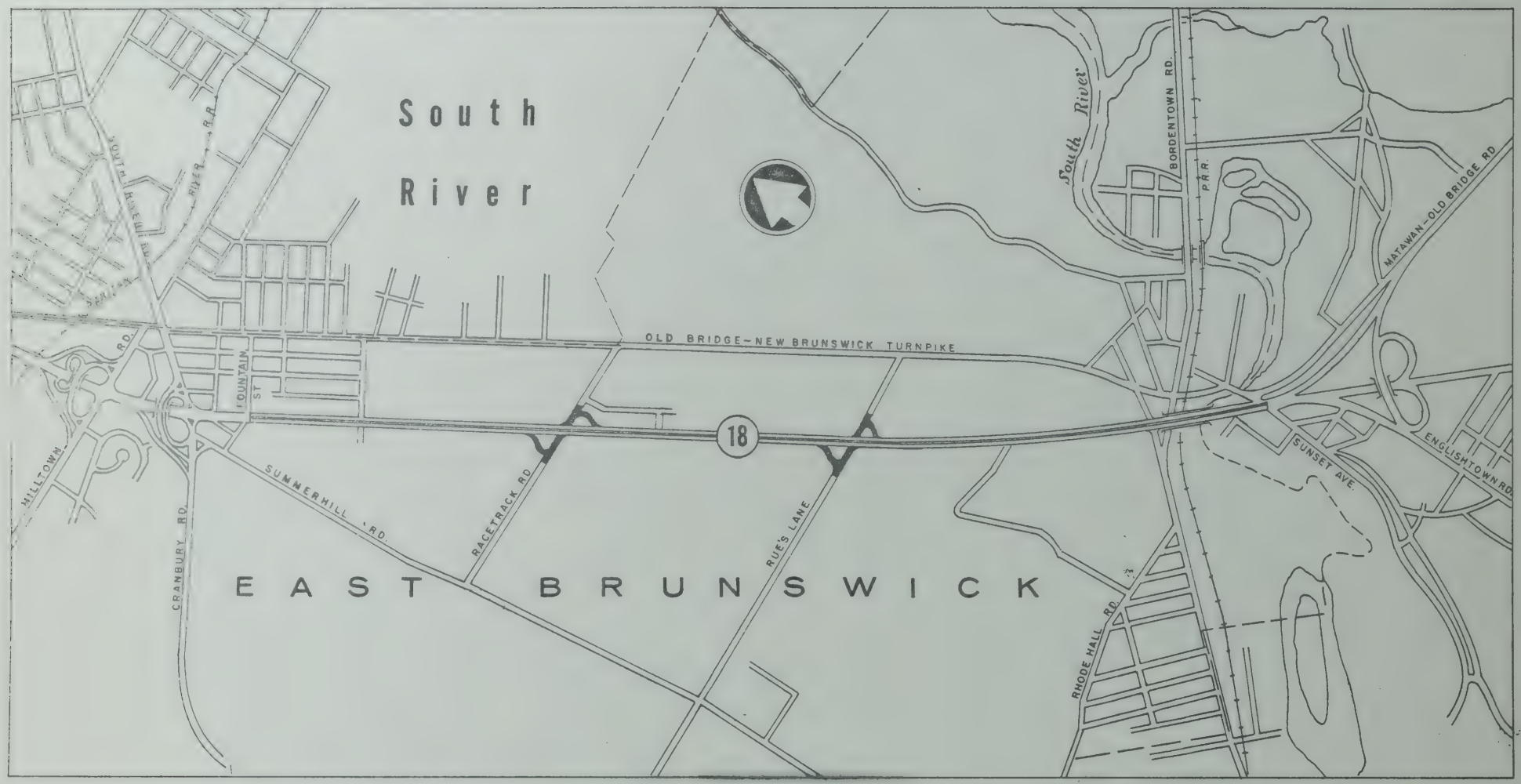
South River
South River
BORDENTOWN RD.
P.R.R.
MATAWAN-OLD BRIDGE RD
OLD BRIDGE-NEW BRUNSWICK TURNPIKE
18
FOUNTAIN ST.
MILLTOWN RD.
CRANBURY RD.
SUMMERHILL RD.
RACETRACK RD.
RUE'S LANE
SUNSET AVE.
ENGLISHTOWN RD.
RHODE HALL RD.
EAST BRUNSWICK

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1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTE N.J. 18 - HEARING
Old Bridge
Middlesex County

Trenton, Nov. 9 - The New Jersey State Highway today announced a public hearing December 7 to explain its proposed plans for modernizing the four-mile section of Route 18 between Fountain Street in East Brunswick Township and Sunset Avenue in Madison Township, Middlesex County.

A Highway Department spokesman said the hearing will cover the last three-lane section of Route 18 in the State. More than five miles of the main east-west artery already have been dualized and brought up to 1975 standards, and work on another two miles is now underway.

Plans for constructing interchanges at Milltown Road, and at the intersection of Cranbury and South River Roads are nearing completion. This future construction, along with widening and dualizing the main highway between the Raritan River Railroad and Fountain Street, was proposed at a public hearing last March.

The Department's new proposal calls for using the existing three-lane concrete pavement as the base for a four-lane bituminous concrete highway with a concrete center barrier 32 inches high. Each half of the proposed highway would contain two 12-foot wide traffic lanes and a hard surfaced shoulder ten feet wide.

A pair of jughandles for making left turns across Route 18 into Race Track Road in both directions are in the proposal, and a similar set of jughandles at Rue's Lane.

(more)

1961
ROUTE N.J. 18 - HEARING
Old Bridge
Middlesex County

At Sunset Avenue the modernized highway would join a short section now being improved under a separate construction contract awarded last July.

The hearing will begin 10:30 a.m. in the Lion's Club, 276 Madison Avenue in Old Bridge.

Costs of the proposed construction would be shared by New Jersey and the Federal government.

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62-P-4

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IMMEDIATE RELEASE

1961
ROUTE U.S. 206 - ADV.
Somerset County

Trenton, Nov. 9 - The New Jersey State Highway Department today called for bids November 29 on a contract for improving two Route 206 intersections near the Raritan River bridge south of Somerville in Somerset County. This will be a 100% state financed project.

The improvements will mainly benefit southbound traffic turning left toward Manville on Dukes Parkway in Hillsborough Township, and southbound traffic turning from Bridge Street in Somerville onto Route 206.

To ease congestion for southbound Route 206 traffic approaching the four-lane Raritan River bridge, 2,000 feet of the highway's west shoulder will be rebuilt as a second southbound traffic lane from the Central Railroad of New Jersey grade crossing to the bridge. The highway's east shoulder near the crossing also will be reconstructed as an extra lane for trucks and buses stopping at the tracks.

South of the bridge, a jughandle will be installed to route southbound 206 traffic east onto Dukes Parkway, and the intersection will be enlarged to ease turns in all directions.

Near its junction with Route 206, Bridge Street will be widened to provide four traffic lanes, to be divided by a three-cornered island. The junction also will be resurfaced with bituminous concrete.

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62-N-41

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IMMEDIATE RELEASE

1961
ROUTE 9 & 35
Work to begin on bridges
Atlantic and Monmouth Counties

Trenton, Nov. 9 - The New Jersey State Highway Department today announced that work scheduled to start soon on two bridges in Atlantic and Monmouth Counties will not require detours.

In Atlantic County, construction crews will start installing a new steel grid deck on the Route 9 drawspan bridge over the Nacote Creek November 10. The two-lane structure has a wood block deck, and carries traffic between Port Republic and Galloway Township.

In Monmouth County, installation of a new steel grid deck on the four-lane Route 35 drawspan bridge over Shark River in Belmar will begin November 13. The span has a combination wood plank and wood block deck.

Work plans have been arranged so that one lane on the Nacote Creek bridge, and two lanes on the Shark River bridge always will be open.

Cost of the overall project, which includes redecking two other bridges, will amount to $107,000. The work is part of the Department's continuing program aimed at increasing capacities of the State's bridges, increasing safety and reducing maintenance costs. Bridge decks covered by this project have started to deteriorate after 30 years' service.

The modernization work should be completed by the end of January.

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61-M

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IMMEDIATE REIEASE

1961
Anthony Capella - AWARD
Trenton

Trenton, Nov. 9 - Anthony Capella traveled to Trenton yesterday to receive congratulations from State Highway Commissioner Dwight R. G. Palmer, and an award for his 35 years' service with the Department.

Capella, who lives at 320 South Arbor Road in Egg Harbor, is the maintenance foreman in charge of keeping about 40 miles of state highways clear and in good repair in Atlantic and Camden Counties.

At the conclusion of the simple ceremony in the Commissioner's office, Capella was given a cigarette lighter with an insignia marking his long service.

The Highway veteran started with the Department February 1, 1925, as a laborer earning $16 a week. Since then his responsibilities have been expanded until his now is in charge of a maintenance district extending from Egg Harbor in Atlantic County to Berlin in Camden County, and from Hammonton to Indian Mills.

During the war years, and until 1952, Capella had charge of about 100 miles of State highways from Hammonton to Collingswood, and from the vicinity of Mt. Holly to Landisville. What was once his single district has been divided into five maintenance districts.

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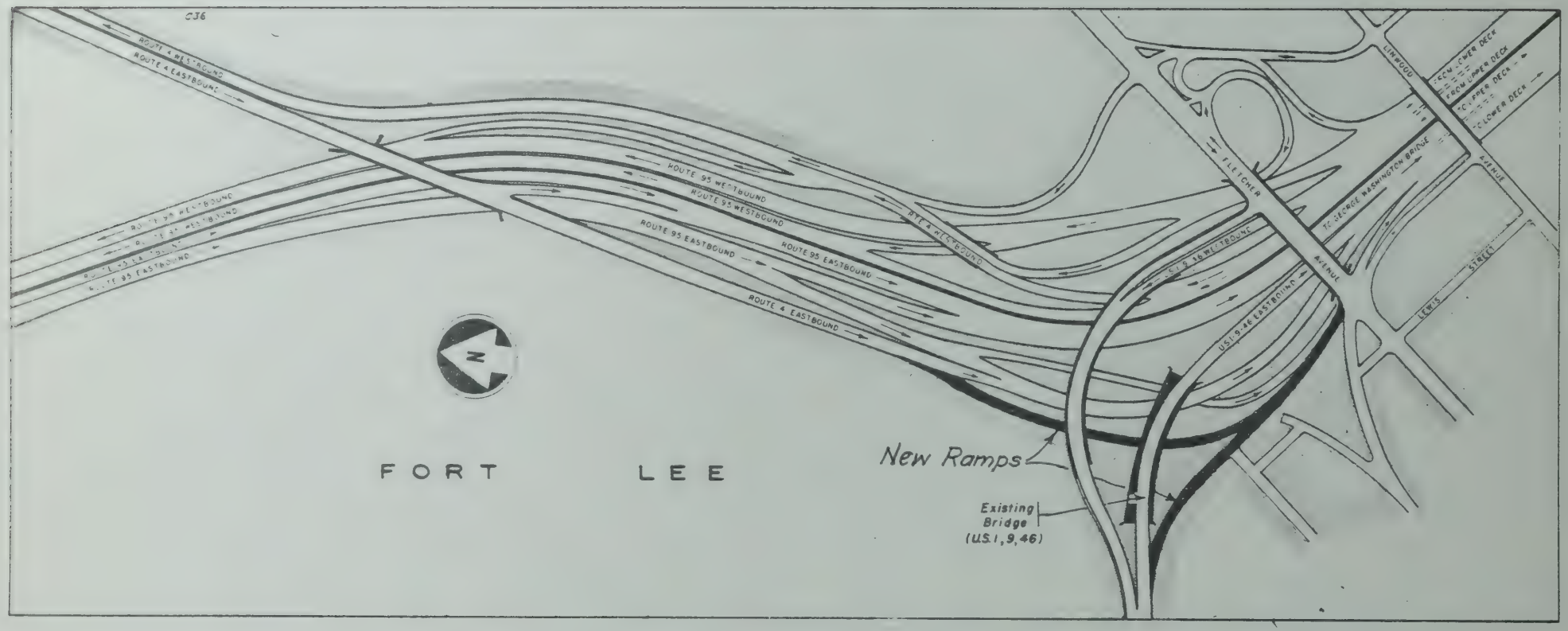
C36
ROUTE 4 WESTBOUND
ROUTE 4 EASTBOUND
ROUTE 95 WESTBOUND
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ROUTE 95 EASTBOUND
ROUTE 4 WESTBOUND
U.S. 9 WESTBOUND
U.S. 1-9-46 EASTBOUND
FLETCHER
AVENUE
TO GEORGE WASHINGTON BRIDGE
LINWOOD
AVENUE
LEWIS
STREET
FROM LOWER DECK
TO UPPER DECK
FROM UPPER DECK
TO LOWER DECK
N
FORT LEE
New Ramps
Existing Bridge (U.S. 1, 9, 46)

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RELEASE THURSDAY PMs
NOVEMBER 9

1961
ROUTES 4 and 46 - OPENING
Ramps to Fletcher Avenue
Fort Lee, Bergen County

Trenton, Nov. 9 - The New Jersey State Highway Department today announced it hopes to open two new ramps leading from eastbound Route 4 and eastbound Route 46 to Fletcher Avenue in Fort Lee, Bergen County, this Thursday or Friday.

The new ramps are part of the giant $10.9 million George Washington Bridge interchange now being constructed to handle an anticipated 173,000 vehicles a day expected when the bridge's second deck is completed next year.

A Highway Department spokesman urged motorists who use the existing Fletcher Avenue ramps to be on the lookout for signs directing them to the new ramps. He cautioned that if bad weather or unexpected construction delays crop up the signs won't be unmasked until the ramps are completed.

When the changeover is made, the existing Route 4 and 46 eastbound ramps to Fletcher Avenue will be closed so that construction can begin in the areas they now occupy.

Eastbound Route 4 motorists will find the entrance to the new ramp about a quarter-mile west of Fletcher Avenue. The new Route 46 ramp branches from the main highway about 100 feet south of the overpass located just west of the Fletcher Avenue bridge.

(more)

1961
ROUTES 4 and 46 - OPENING
Ramps to Fletcher Avenue
Fort Lee, Bergen County

The huge interchange is one of eleven contracts, totaling $43 million, awarded so far for construction of those sections of Interstate Routes 95 and 80 that make up the six-mile segment of the Bergen-Passaic Expressway between Fletcher Avenue and Route 17 in Lodi.

West of Route 17, five contracts totaling $9.4 million have been awarded to extend the Expressway into Paterson. Later this month two more Interstate Route 80 contracts in the Paterson area will be bid on by construction firms.

The Department's schedule calls for completing the Expressway into Paterson during 1963, and to Route 23 west of Paterson by 1964. In 1965 the superhighway should be completed past its connection with Interstate Routes 280, 287 and Route 46, near Mountain Lakes, all the way through Netcong.

Eventually the non-stop superhighway will extend from Fletcher Avenue to the Delaware Water Gap, a distance of 72.5 miles, and will cost about $350 million. It will become part of the 41,000 mile national interstate and defense highway system that will be free of signal lights, intersections and stop signs, (hence the term, "freeway").

The completed system will connect 90 per cent of all cities of over 50,000 population, and be able to carry the 100 million motor vehicles expected to be traveling on U.S. roads in 1975.

The interchange project has set two new State Highway Department records. It will be the largest interchange construction yet undertaken by the Department, and, dollarwise, represents its largest single construction contract to date.

(more)

1961
ROUTES 4 and 46 - OPENING
Ramps to Fletcher Avenue
Fort Lee, Bergen County

Because the interchange does not require reversing directions of traffic, Highway Department engineers say that, despite its size, motorists will find the interchange simple and easy to negotiate.

Highway Department plans show the easterly starting point of the multi-lane interchange construction at the Fletcher Avenue bridge in Fort Lee. Its path then sweeps northward for six-tenths of a mile until it crosses Route 4, just south of Jones Road.

The overall interchange is over 3,200 feet in length and varies from 300 feet to 750 feet in width. It will carry 20 traffic lanes on eight separate roadways to permit free flow of through-traffic and interchange of traffic from one roadway to another. If all the roadways to be built within the project limits were built as a single continuous lane it would be 14 miles long.

Plans call for revising Route 4 so that its existing roadway will be used in the future for two-lane eastbound traffic only. It will border the west side of the interchange. A new Route 4 two-lane roadway for westbound traffic will be constructed along the opposite side of the interchange.

The Route 4 roadways will separate at the bridge and merge again about 600 ft. past the northern limit of the project near Jones Road.

Two new bridges are planned to carry Route 4 through the interchange area. One structure, located approximately 900 feet north of the existing Fletcher Avenue bridge, will carry westbound Route 4 over Interstate Route 95 westbound roadways. The second bridge will take eastbound Route 4 traffic over both east and westbound Interstate Route 95 roadways at the project's northern terminus.

(more)

1961
ROUTES 4 and 46 - OPENING
Ramps to Fletcher Avenue
Fort Lee, Bergen County

Another overpass bridge, 600 feet long, will carry westbound Routes 1, 9 and 46 over six eastbound and westbound connecting ramps, local expressways and through expressways to the bridge approach.

The existing Fletcher Avenue bridge will be extended to 420 feet in length and undergo major reconstruction to allow seven separate roadways containing 17 traffic lanes, plus a single-lane ramp, to pass under it.

Work on the interchange began last January.

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60-I-20E

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IMMEDIATE RELEASE

1961
ROUTE U.S. 322 - BIDS
Gloucester County

Trenton, Nov. 9 - The South Jersey Construction Company, of Riverside, today submitted the low bid of $932,056.55 on a New Jersey State Highway Department contract for modernizing the 4.9-mile section of Route 322 between Cecil and Williamstown in Gloucester County.

It is the last unimproved section in a 24.5-mile stretch of the seashore highway between McKee City in Atlantic County, and Williamstown. The work will provide the final link to the Route 42 Freeway which gives direct access to Camden and Philadelphia via the Walt Whitman Bridge.

Construction plans call for using the existing 3-lane concrete pavement as the base for two bituminous concrete roadways separated by a center strip eight feet wide, and bordered by outer shoulders ten feet wide. Each roadway will have two 12-foot traffic lanes.

The contract also calls for constructing jughandle left-turn loops for Route 322 traffic at the Corkery Lane-Whitehall Road intersection, another pair of jughandles at Malaga Road, and an eastbound jughandle leading to Main Street in Williamstown.

The Department has set a schedule of 150 working days for completion of the work. Costs will be shared by New Jersey and the Federal government.

(more)

1961
ROUTE U.S. 322 - BIDS
Gloucester County

Other bidders were Bancheri Construction Co., Inc., Hammonton, $987,076.80; George Slade, Inc., Bridgeton, $1,042,162.90; Kingston Bituminous Products Co., Kingston, $1,052,852.91; Union Paving Company, Wynnewood, Pa., $1,082,670.15; Barrett Paving Company, Inc., Trenton, $1,089,015.75.

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61-P-12A

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1035 Parkway Ave. Trenton
IMMEDIATE RELEASE

TUxedo 2-3000 - Ext. 431-432
1961

INTERSTATE ROUTE 80 - BIDS
HACKENSACK RIVER BRIDGE DECK
BERGEN COUNTY.

Trenton, Nov. 8 - The Cayuga Construction Corporation, of New York City, submitted the low bid of $1,382,024.00 on the third and last New Jersey State Highway Department contract for construction of the Interstate Route 80 bridge over the Hackensack River in Bergen County.

The Route 80 Hackensack River Bridge is being built under an overlapping three-stage schedule set up so that no time will be lost between stages, and also in line with the Department's policy to "break down" contracts and spread the work so that three different contractors can work without interfering with each other.

The $2.9 million contract for the second stage, installing the steel superstructure on the concrete foundation piers, was awarded in March. The girders are now being fabricated and will be delivered for erection this month. All steel will be in place by next May.

The third and final contract calls for constructing a concrete deck 1,797 feet long on the steel superstructure. Work should start on the deck in December, and is scheduled for completion next October.

Other bidders were: Poirier & McLane Corp., New York City, $1,429,784.00; Brookfield Construction Company, New York City, $1,436,148.00; Geo. M. Brewster & Son, Bogota, $1,575,940.00; The Conduit & Foundation Corp., Philadelphia, $1,599,334.00; Franklin Contracting Company, Little Falls, $1,724,036.00.

All bids will be reviewed before the contract is awarded.

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60-I-20J

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

FOR SUNDAY AMs RELEASE
November 5, 1961.

Trenton, N.J., Nov. 4 - Highway Commissioner Dwight R. G. Palmer said today New Jersey's interstate construction program is ahead of schedule.

Noting that more than 105 miles of the 376-mile Interstate System in New Jersey is now open to traffic, the Commissioner added:

"In contrast to many states which have concentrated on building long stretches of four-lane highways in outlying areas, where land is cheap, design comparatively simple and construction problems slight, New Jersey has focussed on construction of six, eight and even ten-lane highways in heavily populated areas.

"In plain language, New Jersey has approached the problem from a realistic standpoint by tackling the toughest parts first, instead of seeking to build miles of highways where the need is not imperative in the early stages of the program.

"While this has resulted in completion of many sections of Interstate Freeways in many different parts of the State rather than completion of any one route end to end, the entire program has been carefully planned and coordinated so that all of the major routes in urban areas will be completed by 1965-66 -- well ahead of the 1972 Federal Government's deadline for completion of the entire system. The remaining mileage will not present any problem, either in terms of time or the tremendous costs involved in construction of urban superhighways."

Commissioner Palmer said the Highway Department's overall program would save the State untold millions of dollars in right-of-way acquisition as well as improve the economy by providing sections of new highways first where they are needed most.

(more)

Noting that the citizens of the State have been bombarded with a barrage of conflicting rumors on the Department's past performance, the Commissioner outlined the following facts:

1. The average of approximately $30 million in State and Federal funds available annually for construction of Primary and Urban Routes on a 50-50 matching basis is insufficient to provide for complete construction of any single major project without ignoring the Statewide highway needs. For this reason, projects such as the Route 21 Freeway, Route 208, modernization of Route 17, and Route U.S. 1, dualization of Route U. S. 322 and others have been built in successive stages. However, once such projects are started, they are carried on to completion in succeeding years as funds become available. Interstate projects, as previously noted, have been built to match traffic needs in urban areas and to eliminate driving hazards in some rural areas. Concentration on urban construction has meant putting more dollars into every mile of highway than other states. The average cost of constructing a mile of interstate freeway in the United States was approximately $630,000 during the first eight months of 1961. In New Jersey it was $4.5 million. New Jersey awarded $44.9 million in interstate construction contracts during this period -- the fourth highest amount in the nation.

2. The Highway Department has made it a constant policy to confer with local officials and citizens concerning location and design of new highways. The Automotive Safety Foundation of Washington, D.C., has said in this regard, "Outstanding leadership in governmental relations has been given by the New Jersey Department in coordinating plans for major highways to obtain the utmost usefulness and satisfaction for the communities served.

(more)

Proposals in the 'master plan' have been reviewed with local officials in the 21 counties and public hearings held on Interstate highway locations." While the location of the Bergen-Passaic Expressway was being determined, the Commissioner and members of his staff made more than a dozen visits to affected communities in less than a month to discuss the alignment. John Magovern, Jr., Chairman of the Essex County Citizens Highway Committee, states, "We have had cooperation from the New Jersey Highway Department at all times. Officials of the Department have conferred with us on many occasions and made data available. There has been excellent liaison between the Department and citizens' groups."

3. The Interstate System in New Jersey comprises 375.9 miles according to the most recent Congressional authorization. Of this, 26.9 miles have been completed by the Highway Department and are completely adequate for 1975 traffic volumes. Another 24.9 miles have been completed by the Highway Department and are completely adequate for traffic volumes now and a considerable period in the future. Toll road facilities amounting to 54.1 miles have been incorporated into the System with Federal approval in order to spare the State hundreds of millions of dollars in construction costs and meet immediate traffic demands. All of this adds up to 105.2 miles open to traffic and completely adequate for existing demand. Construction, right-of-way acquisition and preliminary engineering are in progress on another 150 miles of the System and studies are being made of the remaining mileage. The Federal Government has allocated $315 million to New Jersey for construction of Interstate Routes during the period from 1956-57 through 1961-62. Of this, $289 million has been committed with the U. S. Bureau of Public Roads. It is expected that all of the money available through the end of the current years will be obligated by June 30. While some $62 million has been apportioned to the State for 1962-63, matching State funds are not available.

(more)

4. The average value of all contracts awarded by the Department since 1954 is $596,000. The average value of all construction contracts awarded in the past fiscal year is $1.1 million. The Department, after conferences with the Associated General Contractors and many representatives of Labor, has reduced the amount of work which it allows its own maintenance forces to do. Electrical work has been separated out of general construction contracts so that electrical contractors can bid on it separately. As evident above, a construction contract of $1 million or less is generally insufficient to pay for even one mile of interstate highway.

5. The Highway Department has adopted the policy of paying property owners up to 25 per cent of their equity in advance of taking possession to help with the normal problems of relocation. Over the years it has been necessary for the Department to resort to condemnation on less than 5 per cent of all properties it has acquired, and only six out of every 1,000 homes come into the Department's hands as the result of the impartial process of court condemnation. The laws of New Jersey require the Department to pay fair market value, and that standard is the basis of all negotiations with property owners.

6. The Highway Department instituted studies of the feasibility of a toll road between Camden and Atlantic City two years ago. As a result, the route was determined to be financially feasible and a bill setting up an Authority to build and administer it has passed both Houses of the Legislature.

7. Recurrent studies by consulting engineers of the financial feasibility of a ferry between Cape May and Lewes, Del., have been instituted by the Highway Department at the request of interested groups and officials, but all failed to provide justification for similar action in setting up a new agency. The Highway Department is not authorized to engage in the operation of ferries.

(more)

8. The Highway Commissioner has specifically recommended an increase in the amount of State Aid provided for County and Municipal roads. More than two years ago it was suggested that the proceeds of a half-cent additional tax on gasoline be devoted to these purposes, and last year an increase of $5 million was proposed.

Commissioner Palmer concluded that it was essential that the citizenry have the actual facts, in view of the wide variety of observations that have been made recently with respect to the activities of the Highway Department.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
COUNTY ROUTE 519 - BIDS
Warren County.

Trenton, Nov. 2 - The Warren Paving Co., of Stewartsville, submitted the low bid of $67,373.50 on a contract for completing the modernization of County Route 519 between Phillipsburg and Belvidere in Warren County.

The final project calls for widening and resurfacing the existing route from Hazen Road in White Township one mile north to the Lehigh and Hudson River railroad overpass in Belvidere.

Since 1959, 9.5 miles of the County road have been modernized north of Phillipsburg at a cost of $465,000.

Costs will be shared by the Federal Government and Warren County. All bids will be reviewed by state and county officials before the contract is awarded.

Other bidders were: P. Michelotti and Sons, Saddle Brook, $75,810.75; McConachy Construction Co., Blairstown, $83,440.43.

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62-FAS

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTE U.S. 22 - BIDS
Somerset County.

Trenton, Nov. 2 - The lowest bid received today on a New Jersey State Highway contract for modernizing Route 22 in Somerset County was $1,058,750.47 submitted by L. Zimmerman & Sons, Hillside.

The work will improve safety of the highway from Washington Avenue in Green Brook Township to Middle Brook Stream just west of Thompson Avenue in Bridgewater Township.

Other bidders were: Hess Brothers, Parlin, $1,116,304.03; C. H. Winans Company, Roselle, $1,155,815.45; Halecrest Company, Metuchen, $1,218,784.29; Warren Paving Company, Stewartsville, $1,296,117.95.

Within the 4.1 mile section, jughandles and center barrier will be constructed, and the highway widened and resurfaced. Construction work will skip a half-mile section centered on Mountain Avenue where an overpass and other safety improvements are being constructed at a cost of $920,000.

As an aid to heavy daytime traffic the Department will repeat a highly successful procedure used in a previous Route 22 project by setting a night schedule for the work. Results showed the additional cost for night work was more than offset by the absence of traffic jams and slow-downs, virtual elimination of accident breeding conditions, and a faster rate of work by the construction crews.

The new project, the fourth to be started east of Somerville since January, was allocated $2 million in the Department's 1961 construction program.

(more)

Other projects started since January east of Somerville will add another $2 million to Route 22 improvement costs.

One of these projects, a $270,000 resurfacing job from Meeker Street in Newark to Vaux Hall Road, where most of the work was done at night, was completed last month. The half-mile section at Liberty Avenue, where a $750,000 viaduct is being constructed, was not included in the resurfacing project.

A safety revision of the Springfield Road-Route 22 junction in Union Township was completed this August at a cost of $75,000.

West of Somerville $220,000 worth of safety improvements have been contracted for since January. In Hunterdon County, a $180,000 resurfacing job was completed in September, and in Warren County, work on a $40,000 pedestrian overpass started last week.

A Highway Department spokesman said the new Somerset County project, when completed, will provide Route 22 with 22 miles of concrete barrier with the exception of a 2.3 mile section in Union and Springfield where a center island 200 feet wide exists.

Beyond the westerly limit of the new project, where the future concrete barrier ends near Thompson Avenue, the highway's center island widens as much as 400 feet in the four-mile stretch to the Somerville circle.

The final result, the spokesman added, will be a combination of concrete center barrier and wide center island separating opposing traffic, to prevent head-on collisions, for 26 miles from Newark to Somerville.

(more)

1961
ROUTE U.S. 22 - BIDS
Somerset County.

Construction plans show jughandle left turn facilities will be constructed on both sides of Route 22 at Warrenville Road, Cramer Avenue and the Sebrings Mill-King George Road intersection in Green Brook. Another set of jughandles is scheduled for construction at Vosseller Avenue in Bridgewater.

For most of its length the highway will be widened to provide two 12-foot traffic lanes and a ten-foot shoulder in the eastbound and westbound roadways.

At the jughandle intersections Route 22 shoulders will become acceleration and deceleration lanes. All 4.1 miles of the highway will be resurfaced with bituminous concrete from the outer shoulders to the 32-inch high center barrier.

Costs of the project will be shared by the Federal Government and New Jersey. All bids will be reviewed by Federal officials and State Highway engineers before the contract is awarded. The construction schedule calls for 150 working days.

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61-P-7

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE TUESDAY P.M.'s
OCTOBER 31

1961
LINCOLN STREET BRIDGE
Paterson - Totowa
Passaic County

Trenton, Oct. 31 - The New Jersey State Highway Department today advertised for bids November 21 on a contract for constructing the foundations for the new Lincoln Street bridge over the Passaic River in Paterson, West Paterson and Totowa in Passaic County.

The new structure, aimed for completion around the end of 1962, will serve as a replacement for the old Lincoln Street bridge which now is open only to pedestrian traffic.

Site for the new bridge is approximately 120 feet west of the existing Lincoln Street structure and extends from Totowa Road in Totowa, 380 feet across the river to the junction of McBride and Glover Avenues.

Glover Avenue is the dividing line between the City of Paterson and the Borough of West Paterson.

The new bridge substructure consists of three foundations: two abutments at each end of the future span, and a pier in the middle of the river which will rest on bedrock about 30 feet below the river surface. The pier will rise about eight feet above the river.

Overall plans call for the completed bridge to carry four traffic lanes on a 48-foot wide deck, and two sidewalks, each five feet wide. The second contract, for placing the steel girder superstructure and concrete deck on the foundations, will be advertised for bids at a later date.

(more)

1961
LINCOLN STREET BRIDGE
Paterson - Totowa
Passaic County

Work on the foundations is scheduled for completion next June. All costs will be shared by Passaic County and the Federal government.

The State Highway Department, acting in an advisory capacity, will award the contract and inspect the work. All bids will be reviewed by State and County highway engineers before the contract is awarded.

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FAS

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
PAVEMENT HEATING EXPERIMENT

Trenton, Oct. 30 - An "under actual conditions" test site on one of its most heavily traveled trunk routes is now being readied by the New Jersey State Highway Department for a winter-long official study on the feasibility of electrically heating roadway pavements to keep them free of ice and snow.

Scene of the test will be the 5-lane Route U.S. 1 & 9 (Truck) Passaic River Bridge and its west approaches where over 42,000 vehicles a day cross the Jersey meadows within the shadows of New York City.

The entire test area is completely exposed to severe weather conditions. It has been the scene of weather induced traffic tie-ups in past winters when icy approaches did not offer sufficient traction for traffic to get underway again after having been halted on the long up-grade leading to the bridge to wait passage of boats through the vertical lift draw-span.

Merging traffic from a New Jersey Turnpike exit also has offered complications to the steady free movement of traffic through this stretch of highway while adverse weather conditions exist.

The test site is 840 feet long and covers the two 10-foot wide eastbound traffic lanes. Approximately 710 feet will be on the roadway approaches to the bridge and the balance on the first bridge span. Here the physical installation on the roadway has been carried out in conjunction with a bituminous concrete re-surfacing of the bridge deck and approaches.

(more)

The work was carried out over two week-ends during the small hours of the morning when traffic volumes on the highway were at their lowest ebb. Installation of control equipment and connection to power supply will complete the job.

The procedure was to lay a 1½ inch bituminous concrete leveling course, position heat conducting cables and tack them to this base, place a sand mix black-top course to fill the area between cables, and machine-lay the final 1½ inch bituminous concrete surface course.

A Department designed rig pulled behind a rack-bodied truck adapted to the job was used to place the cables on the 710' land-fill area in parallel lines 4" apart over the entire length.

On the first pass, the rig carried fourteen (14) double wound reels, laying fourteen (14) pairs or loops and covering one (1) lane. On the second pass, the rig carried thirteen (13) double wound reels, laying thirteen (13) pairs or loops and covering the second lane.

Each heating unit consisted of 1,420' of single conductor heating wire with suitable lengths of cold conductor connected to each end. The cold conductors were laid in a 4" by 6" slot cut across the concrete roadway in order to bring them over to the sidewalk area for connection to the electrical distribution panels.

As the cable laying rig proceeded down the roadway, the cables were sealed in proper position by applications of joint filler compound at 4' intervals.

(more)

(more)

A ½" cover of sand-mix asphalt was then hand spread over the cables and compacted with a five ton roller. The final 1½" of bituminous concrete was then laid in the usual manner with a paving machine and compacted with a 10 ton roller.

The installation on the 130-foot section of the viaduct span consisted of nine units of single conductor cable, each 920 feet long. These units were laid by hand, using fixed templates at either end of the section to form and secure the bends. Each unit consisted of seven passes. The cold conductor at one end was laid in the same slot with those on the land-fill area and the other cold conductor taken down through a hole drilled in the bridge deck.

These units were similarly secured by the application of joint filler prior to removal of the template. After removal of the template, the loops were sealed down and the paving operation proceeded in the same manner as on the land fill.

Two thermocouples, one for the land fill section and one for the bridge area, have been installed to enable the Department to determine actual highway temperatures.

The Department expects to maintain a manual control for the early portion of the test period, and later plans to provide thermostatic controls for automatic operation of the test site.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTE U.S. 206 - ADV.
Andover-Byram, Sussex County.

Trenton, Oct. 26 - The New Jersey State Highway Department today called for bids November 16 on a contract for improving traffic safety along two hilly sections of Route 206 in Andover Borough and Byram Township, Sussex County.

On the same day, bids for another Sussex County Route 206 project, to enlarge the Ross Corner intersection in Frankford Township, will be opened. On October 5 a low bid of $136,000 was received on a companion Ross Corner project for building a new bridge over Paulins Kill.

Both Ross Corner projects are aimed at relieving congestion at the busy intersection.

The safety improvements listed for the Andover-Byram sections include rebuilding the highway's uphill shoulders as "creeper" lanes, improving the opposite shoulders, and resurfacing the concrete highway with bituminous concrete within the projects' limits.

Creeper lanes, a Department spokesman explained, are extra traffic lanes built alongside the existing pavement in the uphill direction for use by trucks and other slow-climbing vehicles. They have proven effective in reducing accidents and slow-downs at 35 other points on the State Highway system.

One section of Route 206 to be improved under the new contract extends southward from the Huntsville Road in Andover Borough for 4,500 feet to the Cranbury Lake north shore road in Byram Township.

The Department's plans call for improving the easterly ten-foot shoulder, retaining the two ten-foot wide concrete traffic lanes as the foundation for the new bituminous concrete surface, and replacing the present westerly shoulder with a ten-foot wide southbound creeper lane. (more)

Other improvements include replacing the wire cable guard rails with steel beam guard rails, and rebuilding a 400-foot long concrete retaining wall near the bottom of the hill.

The second section of Route 206 to be improved extends northward up a slope that begins about 1,300 feet north of County Route 25, the Lake Lackawanna Road.

Here the creeper lane will be constructed alongside the easterly (northbound) traffic lane. The completed road also will be 40 feet wide, and provide two ten-foot traffic lanes as well as an improved westerly shoulder. New steel beam guard rails will replace the wire cable guards.

Total length of both sections is 1.6 miles, and the work should take 75 working days to complete.

Costs of the safety improvements will be paid entirely by New Jersey.

Other Highway Department projects in Sussex County completed within the last 18 months resulted in widening Route 206 in Newton at a cost of $40,000, and installing a drainage system in Stanhope for $20,000.

A $235,000 project was started in August on Route 23 in Montague Township to improve the half-mile section between Clove Road and the New York State line.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURS. P.M.

1961
U. S. ROUTE 206 - ADV.
Frankford Township
Sussex County.

Trenton, Oct. 26 - The New Jersey State Highway Department today advertised for bids November 16 on the second of two projects for relieving congestion on U. S. Route 206 at Ross Corner, Frankford Township, Sussex County.

The first contract provides for replacing the existing two-lane bridge over Paulins Kill with a four-lane structure. The stream flows under Route 206 about 600 feet south of the four-way intersection.

At each end of the bridge, Route 206 will be widened to provide four corresponding traffic lanes for distances of about 200 feet. Bids on the first contract were received October 5, and work is expected to start soon.

The new contract will continue the Route 206 widening about 400 feet farther north to Ross Corner where Route 206 turns west; and provide for enlarging the intersection.

A Department spokesman explained that traffic following Route 206 around the corner in both directions has steadily increased to a daily average volume of more than 6,000 vehicles. The new bridge and widened highway will ease the concentrated congestion.

The Department's construction plans call for an additional traffic lane to be constructed around the southwestern corner of the intersection for the convenience of southbound Route 206 traffic. The new lane will start about 300 feet west of the intersection and round the corner about 20 feet behind the present location of the curb line.

(more)

1961
U. S. ROUTE 206 - ADV.
Frankford Township
Sussex County.

The plans show a triangular concrete island at the southwest corner to separate vehicles in the turning lane from the main stream of southbound traffic.

Construction on the southeast corner will set the curb line back about ten feet to permit easier turning into Route 15 which forms the easterly leg of the intersection. Extending north from the intersection is County Route 565.

The Department estimates the work will take 20 working days. All bids for the contract will be reviewed by Highway Department engineers before it is awarded.

Costs of the project will be paid entirely with State funds.

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62-N-41

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s
OCTOBER 26

1961
N.J. ROUTE 24 - ADV
Union, Essex Counties

Trenton, Oct. 26 - The New Jersey State Highway Department today announced it will receive bids November 16 on a contract for improving the safety and rideability of N.J. Route 24 (Springfield Avenue) in Union and Essex Counties.

Department plans call for resurfacing the highway across its full 50-foot width from Milburn Avenue at the Union-Maplewood Township line easterly to North 43rd Street in Irvington.

A Highway Department spokesman said the new bituminous concrete riding surface will eliminate hazards posed by the worn, slick, concrete pavement, and the trolley tracks in the center of the heavily traveled highway.

Traffic counts recently taken by the Department show that during an average day about 23,500 vehicles traverse this 1.5-mile section.

The contract requires the contractor to maintain traffic in both directions at all times during the estimated 30 working days needed to complete the work.

After the work is completed, parking will be regulated so that four lanes will be open to traffic at all times.

Cost of the project will be paid by the State.

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62-N-41

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
N.J. ROUTE 35 - BIDS
Eatontown, Monmouth County

Trenton, Oct. 26 - A bid of $255,622.75 submitted by M. J. Stavola, Inc., of Red Bank, was the lowest received today by the New Jersey State Highway Department on a contract for modernizing Route 35 in Eatontown, Monmouth County.

The new project calls for widening and resurfacing the highway from Shrewsbury Avenue southward to the Eatontown Circle. When completed, the 1.5 mile modernized section will provide four bituminous concrete traffic lanes instead of three narrow lanes now available.

Under a previous contract, completed last April at a cost of $450,000, the highway was widened and resurfaced from Newman Springs Road to Shrewsbury Avenue, and from the Eatontown Circle southward for about 1,300 feet. These sections also provide four lanes in place of the original three.

Cost of the project will be paid for entirely with State funds. The Department estimates 70 working days will be needed to complete the work. All bids for the contract will be reviewed before it is awarded.

Other bidder was Manzo Contracting Company, Matawan, $307,246.70.

##########62-N-41

62-N-41

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
U.S. ROUTE 130 - BIDS
Camden County

Trenton, Oct. 26 - A. H. Lupton, Jr., Inc., of Bridgeton, today submitted the low bid of $162,554.00 on a project to relieve flooding conditions where Route 130 passes under the Pennsylvania Reading Seashore Lines Railroad in Collingswood, Camden County.

The Department's plan is to augment the existing drainage pipe line under Route 130 by installing a separate 3,000-foot line under Wayne Terrace, Dwight Avenue, and Route 130 to the north branch of Newton Creek. The line will start on Wayne Terrace near the PRSL railroad.

The new corrugated metal pipe line will be 36 inches in diameter under Wayne Terrace, 48 inches under Dwight Avenue, and 60 inches in diameter under the west shoulder of Route 130.

The Department has scheduled 120 working days for the project, which will be paid for by New Jersey. All bids for the contract will be reviewed by State Highway officials before it is awarded.

Other firms submitting sealed competitive bids for the contract were: Edward H. Ellis & Sons, Merchantville, $166,842.00; F. A. Canuso & Sons, Philadelphia, $209,837.25; W. L. M. & Company, Haddonfield, $163,285.10.

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62-N-41

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTE N.J. 27 - BIDS
Widening, Union County

Trenton, Oct. 26 - The lowest bid received today by the New Jersey State Highway Department on a contract for modernizing 2.6 miles of Route 27 in Union County was $825,872.30 submitted by Standard Bitulithic Co., of Newark.

Under a previous $828,000 contract the roadway is being widened from a three-lane width of 29 feet to a four-lane width of 44 feet, with 10-foot wide hard surfaced shoulders along the outer edges. The four traffic lanes will be surfaced with bituminous concrete.

The new contract calls for similar improvements between Miltonia Avenue in Linden and the Elizabeth City line.

Other bidders were: C.H. Winans Co., Roselle, $883,481.55; Franklin Contracting Co., Little Falls, $1,035,995.55; Hess Brothers, Parlin, $962,065.46; L. Zimmerman and Son, Hillside, $864,576.05; Robert Bossert & Co., Newark, $838,382.36.

The Department has scheduled 120 working days for the project. All bids will be reviewed before the contract is awarded.

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61-N-38A

N E W A R K
Belleville
Nutley
Clifton
Harrison
Kearny
No Arlington
Lyndhurst
Rutherford
PASSAIC RIVER
COMPLETED CLAY ST TO ELWOOD AVE
SECTION NOT STARTED
COMPLETED WILLIAM ST TO HIGHFIELD LANE
HIGHFIELD LANE TO SOUTH PARKWAY UNDER CONSTRUCTION
BELMONT AVE
ELIZABETH AVE
FRELINGHUYSEN AVE
CLIFTON AVE
MT PROSPECT AVE
HIGH ST
WASHINGTON
BROADWAY
BROAD ST
MULBERRY ST
PASSAIC AVE
BELGROVE DRIVE
KEARNY AVE
UNION AVE
WASHINGTON AVE
MAIN ST
RIDGE ROAD
RIVER RD
HIGHFIELD LANE
ROOSEVELT AVE
ORANGE ST
MARKET ST
MARSELLE ST
30th ST
SOUTH PARKWAY
1/4 1/2 3/4 1 MILE

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.
OCTOBER 26

1961
ROUTE 21 FREEWAY - OPENING
Essex and Passaic Counties

Trenton, Oct. 26 - The New Jersey Highway Department today announced all roadway work on an $11.4 million extension of the Route 21 Freeway in Essex and Passaic Counties will be completed next Thursday.

The near-completed project has extended the Freeway northward 1.8 miles from Highfield Lane in Nutley to South Parkway in Clifton, and provides a complete interchange for the Freeway and Route 3. Only incidental roadside work remains to be done.

The new extension, a Highway Department spokesman said, will do away with the circuitous detour route motorists have had to follow when driving between the densely populated Clifton-Passaic-Paterson area and Newark.

When construction of the Route 21 Freeway is extended past Clifton to its junction with Interstate Route 80 in Paterson, it will provide similar connections and modern highway facilities for the areas served by Route 46.

In reviewing progress of the 14-mile long Route 21 Freeway, the spokesman said the improvement comes under the Department's master plan for modernizing the state highway system to meet traffic conditions and volumes anticipated in 1975.

Construction of the Freeway was started in 1953 at Clay Street in Newark. By next week nearly six miles of the superhighway will be completed to South Parkway at a cost of more than $22 million.

(more)

Midway of the completed portion, one unimproved section is situated between Elwood Avenue in Newark and William Street in Belleville, a distance of 1.2 miles. This section is in the planning stage.

Alignment for the remaining five miles of the Freeway extending north of South Parkway, where the new Freeway now stops, is under study.

Construction of the new Route 3-21 interchange presented the Highway Department with unusual engineering problems. One of them was squeezing the interchange's connecting ramps and overpasses into one-quarter of the space normally required for a structure of its huge size.

The squeeze job was done by building most of the ramps close together, and, in one spot, reconstructing River Road so that it hangs over the new Route 21 Freeway by a good 16 feet.

Another space-saving and tax-ratable saving technique was building a large crib wall to hold an embankment instead of grading the slope at a ground-consuming angle.

Examples of other problems encountered was the need to anchor huge steel pilings in the river bed to support the roadway, and the use of special lightweight construction materials to prevent putting too much weight on underground utility lines.

Route 21 Freeway construction comes under the Federal government's plan for aid to primary and urban roads. This plan provides for costs to be shared by the Federal and State government on a 50-50 basis.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE WEDNESDAY P.M.'s
OCTOBER 25

1961
GLASSBORO STATE COLLEGE
Glassboro, Gloucester Co.

Trenton, Oct. 25 - The New Jersey State Highway Department today advertised for bids November 15 on a contract for enlarging the parking lot at Glassboro State College in Gloucester County.

The new portion, also to be constructed of bituminous concrete, will add 15,000 square yards to the parking area, and about double its present capacity of about 250 cars.

Construction plans show another entrance from Route 322 will be constructed about 130 feet east of the existing entrance. The open drainage ditch just beyond the east end of the present lot will be filled, and an underground drainage line installed.

When completed, the entire parking area will be about 900 feet long and 300 feet wide.

The Department has scheduled 30 working days to complete the addition. All bids will be reviewed by State Highway engineers before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE WEDNESDAY P.M's
OCTOBER 25

1961
ROUTES 1 & 9 - ADV.
NEWARK AND ELIZABETH

Trenton, Oct. 25 - The New Jersey State Highway Department today announced it has completed plans for relieving congestion and improving safety at two points on U.S. Route 1 & 9 in Newark and Elizabeth. Construction bids will be received November 15.

The plans call for constructing transfer lanes between the highway's two southbound roadways in both cities so that truck and auto traffic can move safely between the outer local roadway, and the inner, express roadway.

A Department spokesman said that congestion in Newark occurs at the Route 22 turn-off near Newark Airport. The turn-off is fed by the Route 1 & 9 southbound outer roadway. Traffic wanting to continue past Route 22 finds it difficult to switch to the inner express roadway.

To give through-traffic riding the outer roadway a safe means of crossing over to the inner roadway, a transfer slot will be opened in the curb that divides the two southbound roadways. The opening will be about a half-mile south of Raymond Boulevard, in the vicinity of Foundry Street.

This arrangement, the spokesman said, will get through-traffic around Route 22, but puts truck traffic on the inner roadway along with heavy passenger car traffic. The problem then becomes one of getting the trucks back on the outer roadway before they reach the North Avenue intersection in Elizabeth.

(more)

1961
ROUTES 1 & 9 - ADV
Newark and Elizabeth

South of North Avenue in Elizabeth five lanes of Route 1 & 9 southbound traffic on two roadways must squeeze into three lanes on a single roadway.

The Department has solved the problem by planning a cross-over ramp about 1,500 feet north of North Avenue that will lead trucks from the inner roadway to the outer, and give them enough ramp length to merge safely with the main stream of traffic before they reach the intersection.

The new project comes on the heels of another safety improvement contract in Elizabeth that received a low bid of $33,000 October 5. It calls for preparing some local streets for use as left-turn loops, and closing hazardous openings in the Route 1 & 9 center island.

Both projects are the latest in a series for modernizing the heavily traveled highway between Newark and Trenton that so far has cost about $6 million.

Construction costs of the cross-over lanes will be paid entirely by New Jersey. All bids for the contract will be reviewed by Highway engineers before it is awarded.

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62-N-41

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE WEDNESDAY P.M.'s
OCTOBER 25

1961
N.J. ROUTE 33 - ADV
MONMOUTH COUNTY

Trenton, Oct. 25 - The New Jersey State Highway Department today called for bids November 15 on a contract for modernizing 1.2 miles of N.J. Route 33 in Wall Township and New Shrewsbury Borough, Monmouth County.

Between the Garden State Parkway and the Route 34 (Collingwood) traffic circle, Route 33 is a two-lane concrete road congested by traffic volumes that reach summer peaks of 10,000 cars a day. The congestion is intensified by traffic from the dualized portion of Routes 33 & 34, west of the Collingwood circle, moving onto the narrow section.

Construction plans call for widening the present 20-foot wide highway to 52 feet by adding 16 feet on each side of it. The entire four-lane roadway will then be resurfaced with bituminous concrete.

At the Wyckoff-Shafto Road intersection, a left-turn jughandle is planned for the safety and convenience of eastbound Route 33 traffic. The overall project extends from the Route 34 circle to a point 150 feet east of Watson Avenue in New Shrewsbury, near the Garden State Parkway.

A short portion of Shark River Brook north of the highway will be relocated to flow through a 15-foot wide culvert about 100 feet east of its present channel. The old channel will be filled in.

The Department estimates 90 working days will be needed to complete the state-financed project.

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61-N-32

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTE 17 - COMPLETION
Ridgewood Avenue Overpass
Paramus, Bergen County

Trenton, Oct. 25 - The New Jersey State Highway Department today announced all work on the Ridgewood Avenue overpass and connecting ramps to Route 17 in Paramus, Bergen County, will be completed Thursday or Friday.

Other work completed under the million-dollar contract was the closing of 22 hazardous openings in the center island on Route 17 within a 1.5-mile stretch from the vicinity of Glen Avenue to a point north of the Midland Avenue overpass.

Completion of the Ridgewood Avenue project leaves only infrequent openings in the Route 17 center island within the 18.5 miles between Route 46 and the New York State line.

The completed work is part of an overall program for modernization of Rte. 17 that within the past five years has resulted in State Highway Department improvements totaling more than $7 million.

The Highway Department's overall plans for improving the entire Route call for constructing jughandle turns at various intersections within the 4.6 mile stretch between Route 3 in Rutherford and Route 46 in Hasbrouck Heights

In Paramus between Route 46 and Route 4, a four mile section of concrete center barrier was installed early in 1957 and in the fall of 1959, ramps connecting Route 17 with Fairview Avenue were revised.

(more)

1961
ROUTE 17 - COMPLETION
Ridgewood Avenue Overpass
Paramus, Bergen County

Within the 4.5 mile length of the Route between Route 4 and the Paramus Road traffic circle three modernization projects have been completed: the Century Road overpass in August of this year; Midland Avenue overpass in May, 1959; thirty center island openings between Route 4 and Franklin Turnpike were closed by the Highway Department's Maintenance Bureau.

In the Ramsey-Allendale area, 33 island openings were closed last January.

Future plans in this area call for an overpass to carry Linwood Avenue over Route 17, and revision of the Paramus Road traffic circle to carry Route 17 directly through it.

Planned also for the future is conversion of the Wearimus Road traffic circle to a full interchange with an overpass.

Other improvements planned for Route 17 between the Wearimus Road and Franklin Turnpike traffic circles include widening the 4.7 mile stretch to six lanes; overpasses at Hollywood Avenue, Prospect Street, Allandale Avenue and Lake Street. Also planned is the possible closing of the center island opening opposite Airmount Avenue.

Reconstruction of Route 17 between Franklin Turnpike traffic circle and the New York State line as a Freeway was completed in late 1957. Part of this 4.3 mile section will in the future be absorbed in proposed Interstate Route 287.

At Ridgewood Avenue the new overpass provides four traffic lanes over Route 17, and ten ramps that enable traffic to make all conventional movements between the local street and main highway. Costs of the project were shared by the Federal and State governments.

60-P-3 ######

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
ROUTE 4 - BIDS
TEANECK, BERGEN COUNTY

Trenton, Oct. 24 - The Ell-Dorer Contracting Co., Irvington, today submitted the low bid of $82,370.75 on a contract for constructing two pedestrian bridges over Route 4 in Teaneck, Bergen County.

One bridge, to be 109 feet long, will be constructed at Phelps Road for the convenience of bus commuters who must detour up to a mile to safely cross Route 4. It will have stairways leading to a 6-foot wide walkway, and steel girder balustrades surmounted by an aluminum chain link safety fence to a height of six feet.

Another bridge, at Lincoln Place, is planned primarily for the school children, and will provide a path of safety for them from the south side of Route 4 directly to the elementary school grounds. This bridge will be 134 feet long and 16 feet above the depressed highway. Its construction will be similar to the Phelps Road bridge except that its southern entrance will be at the embankment level, and its northern end will lead to a stair up the slope to the school.

Other bidders were: Frapaul Construction Co., Rochelle Park, $85,723.00; Schiavone Construction Co., Secaucus, $99,599.80.

All bids will be reviewed before the contract is awarded. A schedule of 60 working days has been set for the project.

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61-N-24

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
INTERSTATE ROUTE 80 - ADV.
Paterson & E. Paterson
Passaic & Bergen Counties.

Trenton, Oct. 20 - The New Jersey State Highway Department today advertised for bids November 10 on a contract for constructing approaches at both ends of the Interstate Route 80 bridge over the Passaic River in Paterson and East Paterson, Passaic and Bergen Counties.

The project marks another step in the Department's program for constructing the Bergen-Passaic Expressway.

It will be the nineteenth of a series of construction contracts that so far have cost $52.5 million.

In Paterson, the Department's plans call for constructing the Interstate Freeway 2,300 feet westward from the end of the Passaic River bridge to Lakeview Drive, relocating Route 20 about 75 feet easterly so that it will pass under the bridge, and building interchange ramps between the two highways.

An overpass for La keview Drive and a traffic circle for the Drive and Market Street are also in the plans.

In East Paterson, a 1,630-foot section of the Freeway will be constructed from the end of the bridge eastward to River Drive, crossing over Slaughterdam Road and an access road about 700 feet east of the bridge. Near River Drive, portions of entrance and exit Freeway ramps also will be constructed, to be finished by future construction east of River Drive.

(more)

1961
INTERSTATE ROUTE 80 - ADV.
Paterson & E. Paterson
Passaic & Bergen Counties.

The new Route 80 construction project provides for eight reinforced concrete traffic lanes divided by a 32-inch high concrete center barrier all the way to Lakeview Drive where it tapers to six lanes.

The Interstate bridge was constructed over Slaughterdam Road, the river and the site for relocated Route 20 at a cost of $2.8 million. About half way across the river a ramp swings to the right leading to Route 20. It is supported on three piers of its own.

Two slight detours will be needed during short periods of Route 20 relocation work. The first, to go in operation early in March for about a week, will route southbound Route 20 traffic west on Market Street, south on Lakeview Avenue, and east on Crooks Avenue back to Route 20.

The second detour will be open for about a month starting in June. It will take southbound Route 20 traffic along 20th Avenue and Vreeland Avenue to Market Street, and back to Route 20.

The Department's detour scheme permits northbound Route 20 traffic to proceed without leaving the highway.

As in all Interstate construction projects, the Federal Government will pay 90 per cent of all costs.

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61-I-17 & 19

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961

ROUTE 22 - COMPLETION
Mountain Avenue
Bound Brook, Somerset County

Trenton, Oct. 20 - The New Jersey State Highway Department today announced the new Mountain Avenue bridge over Route 22 in Bound Brook, Somerset County, will be opened to traffic early next week.

When the barricades are removed, a Department spokesman said, a temporary intersection near the new bridge will be discontinued.

The overpass is part of an overall $920,000 safety project which includes five safety improvements within a half-mile stretch.

The facilities include the overpass bridge to carry Mountain Avenue over Route 22; a system of interchange traffic ramps between Mountain Avenue and the highway; two additional Route 22 through-traffic lanes; resurfacing the highway, and constructing a continuous center barrier on Route 22 within the limits of the project.

Starting Monday the Mountain Avenue overpass will carry four lanes of traffic on a reinforced concrete roadway 46 feet wide. Concrete sidewalks, each six feet wide, flank the roadway along the 230-foot long bridge structure.

The traffic interchange will consist of seven ramps now under construction designed to permit all normal traffic movements between Mountain Avenue and Route 22. The ramps are designed to merge with new Route 22 acceleration and deceleration lanes. These lanes, in turn, will gradually merge with the main highway traffic lanes.

For added safety and convenience in this heavily traveled area the two additional traffic lanes for Route 22 are being constructed between the outer edges of the existing four-lane highway and the acceleration-deceleration lanes.

(more)

1961
ROUTE 22 - COMPLETION
Mountain Avenue
Bound Brook, Somerset County.

To prevent head-on collisions between eastbound and westbound Route 22 traffic the Department is replacing the present low center island with a continuous concrete center barrier 32 inches high.

The final step in the improvement project will see the widened highway completely resurfaced with a three-inch thick layer of skid-resistant bituminous concrete.

Highway Department's target date for completion is next June.

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60-P-5

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
PUBLIC SALE - LAND PARCELS
STATEWIDE

Trenton, Oct. 20 - A New Jersey Highway Department public auction of surplus land Wednesday put 76 parcels of property in 15 counties back on local tax rolls -- and salvaged about $105,000 for the State.

The mass sale was held on orders of Commissioner Dwight R. G. Palmer "to clear the books of left-over pieces of land not needed for highway construction".

Top item of the sale was a half-acre of land located near Rosemont Avenue and Wade Terrace in Mountainside, Union County, that sold for $13,500.

A 4-foot by 7-foot pie-shaped lot near Werner Avenue in Paramus was sold for the lowest price -- $25.

The Department auctioneer withdrew four parcels from bidding when offers did not reach the appraisal value. A total of twelve parcels drew no bids.

The most spirited bidding among the 125 men and women attending the sale was for a quarter-acre lot located at Riverside Avenue and Preble Place in Rutherford, Bergen County. Bids started at $2,500 and ended at $7,600 after a total of 72 offers were made.

Wednesday's mass sale was the third in Departmental history. Sales in 1956 and 1958 returned 200 items to local tax rolls.

In Trenton, a parcel at 124-128 South Broad Street was withdrawn when bids failed to reach the appraisal value.

(more)

1961
PUBLIC SALE - LAND PARCELS
STATEWIDE

Each municipality in which a parcel was located was offered prior rights of purchase for public use in advance of Wednesday's sale. All State agencies were also offered this right. In only three instances, by Trenton, Clifton, and Denville, were these prior rights used before legal advertisements of the sale were published.

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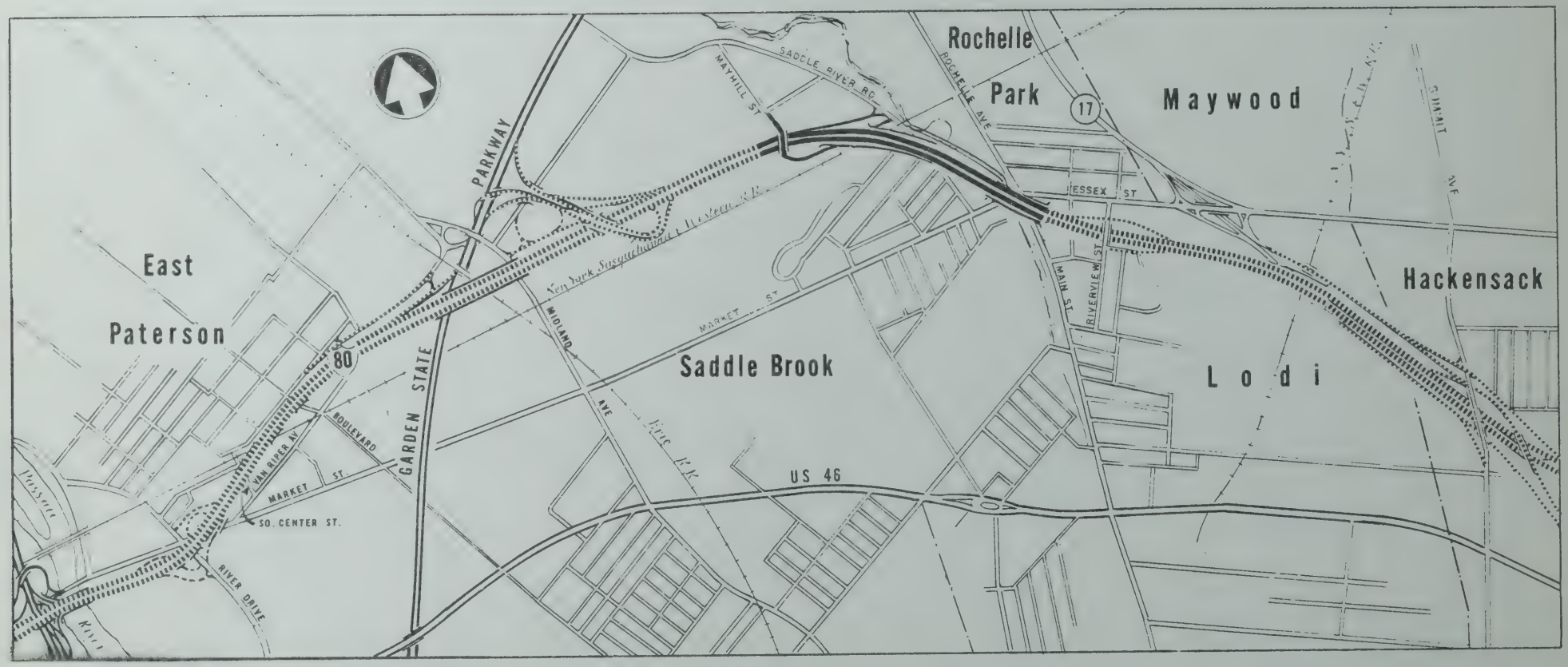
Rochelle
Park
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Paterson
SADDLE RIVER RD.
MAYHILL ST
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ESSEX ST
SUMMIT AVE
MAIN ST
RIVERVIEW ST
MARKET ST
MIDLAND AVE
PARKWAY
GARDEN STATE
80
BOULEVARD
VAN RIPER AV
MARKET ST.
SO. CENTER ST.
RIVER DRIVE
US 46

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
INTERSTATE ROUTE 80 - ADV
BERGEN COUNTY

Trenton, Oct. 19 - The New Jersey State Highway Department today advertised for bids November 22 on a contract for extending Interstate Route 80 another mile west in Lodi, Rochelle Park and Saddle Brook, Bergen County.

The project is part of the Bergen-Passaic Expressway which is scheduled for completion from the George Washington Bridge to Paterson during 1963. The Expressway is made up of Interstate Route 95 from the Bridge to Teaneck Creek in Teaneck Twp., and Interstate Route 80 from Teaneck Creek to Route 23.

The new mile-long project covers construction from a point south of Senate Street in Saddle Brook, to Main Street in Rochelle Park. There it will meet another mile-long section of the Freeway now being constructed eastward past the Hackensack and Lodi Railroad in Lodi. Work on this $3.5 million contract started in September and is scheduled for completion next fall.

East of the Lodi project, work on the huge interchange for Route 17 and Route 80 began in July. This $4.6 million project also is scheduled for completion next fall.

Prominent features in the Department's construction plans show Mayhill Street crossing the future Freeway on a new bridge; an exit ramp for eastbound local traffic that connects to a new local road; and an entrance ramp on the opposite side of the Freeway leading to westbound Route 80.

Also, a bridge to carry the Freeway over the future local road, the New York Susquehanna & Western Railroad, and Saddle River Road; and another bridge

(more)

to carry the Freeway over Market Street, relocated Saddle River, and Main Street.

A cross-section of the new Freeway shows it will be about 170 feet wide and contain two roadways separated by a concrete center barrier 32 inches high. The eastbound and westbound roadways each will have four 12-foot wide reinforced concrete traffic lanes.

Within the eastbound roadway, the two inner traffic lanes will be reserved for express traffic. A concrete curb and 12-foot bituminous concrete shoulder will separate the through-lanes from the two outer eastbound local lanes.

Shoulders along the outer edges of the roadways will be 12 feet wide, and the shoulders along each side of the concrete center barrier vary in width.

When construction on Mayhill Street is completed it will extend south from Rochelle Parkway, cross the future Freeway on a 270-foot bridge, and open on a proposed local road beside the NYS & W Railroad. Mayhill Street is to have two 15-foot wide bituminous concrete traffic lanes.

About 300 feet east of Mayhill Street, an exit ramp will branch off from the Freeway's eastbound local traffic lanes and extend to the new two lane bituminous concrete industrial road to be constructed alongside the railroad. The new road will extend east about 800 feet and open on Saddle River Road opposite Railroad Avenue.

Also on Saddle River Road, about 200 feet north of the new local road will be the entrance to the ramp leading to the Freeway's westbound roadway.

(more)

At this location a bridge, to be 830 feet long, will carry the Freeway over the industrial road, the NYS & W Railroad, and Saddle River Road.

Construction plans also call for digging a new channel, 100 feet wide, for the Saddle River after it flows under the railroad bridge just south of Railroad Avenue. The new channel will extend about 2,100 feet parallel to the north edge of the Freeway, then cross under it alongside Main Street.

The third bridge, 380 feet long, will carry the Freeway over Market Street, the relocated River, and Main Street.

Interstate 80 is part of the 41,000 mile national system of interstate highways to be constructed by 1972. The Federal Government pays 90 per cent of all costs.

All bids for the contract will be reviewed by the Federal Bureau of Public Roads and State Highway Officials before it is awarded.

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60-I-21G

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

FOR USE IN ALL MEDIA ON OR
AFTER OCTOBER 19, 1961

Trenton, Oct. 19 - Within the relatively near future New Jerseyans can expect the first snowfall of the winter season. The New Jersey State Highway Department is ready for this "Fall Out."

"The last winter season was a tough one for ice and snow control on our highways", a Highway Department spokesman said, "and we have no indication that this winter will be any easier."

The Department has profited from its experiences of last winter in that greater coordination of efforts by state, county and municipal forces engaged in road clearing operations will result from a series of "snow conferences" sponsored by the State Highway Department late last winter.

Working on the basis that they had a common problem to resolve and that better coordination was a key factor, the Department called conferences covering North and South Jersey metropolitan areas where heavy snowfalls had produced "king-sized" traffic movement problems.

Attending these conferences were representatives of a cross-section of organizations and agencies that had a stake in keeping vehicles moving.

Included were not only state, county and municipal people involved in the actual snow control operations, but representatives of safety and law enforcement units, various transportation authorities and trucking, bus and auto associations.

(more)

The Department feels that the accomplishments of these sessions will pay off this winter to the motorists' benefit.

The severity of the past winter, which brought snowfall totals that ranged from over 100 inches in North Jersey to 45 inches in South Jersey, required an unprecedented number of men, pieces of equipment and amounts of material to keep the highways as safe and passable as humanly possible.

Involved in this operation were in excess of 20,000 tons of rock salt which keeps a major portion of the system ice free and produces a bare pavement within a short period after the actual snowfall has stopped; more than 81,000 cubic yards of sand, cinders, stone grits and slag for immediate spread on glare ice to provide traction, and some 3,000 tons of calcium chloride to keep the stock-piled abrasives from becoming a solid mass while they await use in an ice control emergency.

Pilot orders have already been placed for substantial quantities of this material to be used this winter.

This year the Department will have more than 1,750 pieces of snow and ice control equipment and about 3,000 men ready to go into action on short notice. More than 500 pieces of this equipment will be mounted on privately owned vehicles that are hired by the Department to supplement its own forces.

Again the Department will be notified well in advance of any threatening winter conditions through subscription to a top-flight weather service. Through this service it will be kept abreast of changing conditions.

(more)

By means of the Department's own two-way radio system, which consists of 10 base stations and more than 250 mobile units, its statewide snow and ice control job will be kept flexible and equipment called out, shifted and re-assigned on a moment's notice.

When heavy snowfall last winter disrupted both motor vehicle and rail travel, the Department activated a center for the quick dissemination of information concerning the availability of trains. The Department this year plans to expand this facility to provide a spot news source on road conditions during weather-induced emergencies that affect the Highway System.

As an extra effort this year to emphasize the part the individual motorist can play, the Department has produced and is in the process of mass-distributing a folder containing tips on winter driving. Here is what the Highway Department suggests:

Even before cold weather sets in, make certain your car and all of its accessories are ready for the winter season. See to it that your braking system is in good mechanical condition and that your brakes are evenly balanced.

Check to see that you have good tread on your front tires and mount snow tires on your rear wheels.

Put a set of tire chains and a couple of warning flares in your car trunk.

Make sure that there is sufficient anti-freeze in the radiator and that your car heater and windshield defroster operate efficiently.

(more)

Put a small plastic ice-scraper in your glove compartment and check the windshield wipers to be sure that they operate properly and that the blades don't streak. If they do, replace them.

If your car is equipped with windshield washers, double check to see that they are operating properly and that the reservoir contains the proper fluid mixture.

When snow or ice are expected, don't drive unless it is absolutely necessary. However, if you must drive, fill your gas tank at the first opportunity and keep it as near full as possible.

Put a bucket or bag of sand and a shovel in your car trunk.

Also, put some non-perishable snacks in your glove compartment and add a heavy blanket to your car's standard equipment.

Keep tabs on the weather by listening to your car radio and if you must park for an extended period of time, park off main highways or locally designated snow streets.

During a snowfall or immediately thereafter when roads are relatively hazardous, there are many things that you can do to increase your personal safety factor.

Don't wait until you are stuck to put emergency chains over your regular or snow tires.

Make it a habit to drive smoothly. Don't try to accelerate rapidly, and take curves and corners with extreme caution.

(more)

Drive well in back of the car ahead so you'll have plenty of room for stopping. Be extra alert in anticipating stops, applying your brakes sparingly and in small doses-- don't hit them hard, you'll only skid and probably lose control of your vehicle.

If you approach a traffic tie-up, don't attempt to cut across center islands or go in the wrong direction on one-way streets or ramps - stay in line.

Listen to road condition reports on your car radio. You may be able to avoid routes that are in a poor or congested condition.

One cardinal rule that would be to your advantage, as well as ours, would be to give snow plows and sand spreading trucks the right-of-way. They are trying to help you.

If you should be stopped for what might appear to be an extended period, make every effort to conserve your gasoline supply and your battery.

You can do this simply by shutting your accessories off and cutting the motor. Use the blanket to keep warm and unless you feel it is absolutely necessary, don't abandon your vehicle. Above all, cooperate fully with the police and highway maintenance crews who are working to clear the roads.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURS. P.M.'s

1961
N.J. ROUTE 10 - COMPLETION
Essex County.

Trenton, Oct. 19- The New Jersey State Highway Department today announced completion of another widening project on N. J. Route 10 next week will provide a continuous stretch of modernized four-lane highway ten miles long.

A Department spokesman said completion of the work in Livingston Township, Essex County, will bring the amount of money spent in the last 11 months for modernizing the highway to $2.3 million. The newly improved $615,000 section extends from the Livingston traffic circle 1.8 miles east to Teed Road.

Extending west from the Livingston circle a similar project was completed last December at a cost of $840,000. The work extended 3.8 miles to Whippany-Troy Hills Road in Morris County.

The half-mile section that runs through Whippany, between Whippany-Troy Hills Road and the Newark-Mt. Pleasant Turnpike, was widened in 1959 for $338,000. Under this contract improvements also were made in Livingston Township between the Passaic River and Walnut Street.

West of the Newark-Mt. Pleasant Turnpike, 3.7 miles of Route 10 was modernized last November at a cost of $860,000.

In 1957 the highway was widened and resurfaced between Pleasant Valley Way and Prospect Avenue in West Orange for $145,000. The Department currently is spending $75,000 to improve safety of the Route 10-Pleasant Valley Way intersection.

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60-N-31

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURS. P.M.

1961
RADIOLOGICAL MONITORS

Trenton, Oct. 19 - State Highway Commissioner Dwight R. G. Palmer announced today that over 700 employees of the New Jersey State Highway Department are being trained as radiological monitors under an ambitious program now under way throughout all areas of the State.

As a part of National Civil Defense preparedness and at the request of the Federal Bureau of Public Roads, the Training Section of the Division of Personnel has embarked on a statewide program to train certain strategically located field personnel to serve as radiological monitors. They will measure and report radioactive fallout in the event of nuclear attack.

The Department's training effort is a part of the nation-wide Civil Defense Program to train a total of 600,000 men and women throughout the country to be able to use and read survey meter devices which measure radioactive fallout resulting from a nuclear bomb explosion.

This training, which got under way last month, involves 36 training sessions in Atlantic City, Vineland, Hammonton, Freehold, Somerville, Trenton, Newark, Morristown and Franklin.

Actual training sessions are being held at various National Guard Armories at these locations made available to the Department through the cooperation of Lt. Colonel W. C. Menard, Jr., of the State Department of Defense.

(more)

1961
RADIOLOGICAL MONITORS

Instruction is being provided by other Department employees previously trained as instructors by the State Department of Health under the direction of Dr. Marie A. Sena, Special Administrator, Civil Defense Medical and Health Services.

The State Highway Department's participation in the over-all program grows out of its normal responsibility for the maintenance of roads and bridges on the State Highway System in a safe condition for traffic movement.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE WEDNESDAY P.M.'s
OCTOBER 18

1961
INTERSTATE ROUTE 80 - ADV.
HACKENSACK RIVER BRIDGE DECK
BERGEN COUNTY

Trenton, Oct. 18 - The New Jersey State Highway Department today called for bids November 8 on the third and last contract for construction of the Interstate Route 80 bridge over the Hackensack River in Bergen County.

The ten-lane structure is located on the Bergen-Passaic Expressway section of Interstate 80, which has been a major construction project since 1957.

Seventeen construction projects costing more than $52 million have been completed or are now underway between the George Washington Bridge and Paterson.

The Department's plans call for completing the Expressway into Paterson during 1963 and to Route 23 west of Paterson by 1964. In the 1965, the superhighway should be completed to its connection with Interstate Routes 280 and 287, and Route 46 near Mountain Lakes.

The Route 80 Hackensack River bridge is being built under an overlapping three-stage schedule set up so that no time will be lost between stages, and so that three different contractors can work without interfering with each other.

The first stage, construction of the bridge foundations, started in January. Concrete land and river piers are being installed within the 1,800-foot stretch between Railroad Avenue in Ridgefield Park and River Street in Hackensack. The work will cost $2.7 million and is scheduled for completion next March.

(more)

1961
INTERSTATE ROUTE 80 - ADV
HACKENSACK RIVER BRIDGE DECK
BERGEN COUNTY

The $2.9 million contract for the second stage, installing the steel superstructure on the concrete foundation piers, was awarded in March. The girders are now being fabricated and will be delivered for erection starting next month. All steel will be in place by next May.

The third and final contract calls for constructing a concrete deck 1,797 feet long on the steel superstructure. Work should start on the deck in December, and is scheduled for completion next October.

When completed, the bridge's 158 foot wide reinforced concrete deck will carry two roadways separated by a concrete center barrier 32 inches high. Each roadway will provide five traffic lanes each 12 feet wide, with the three inner lanes carrying express traffic and the outer lanes local traffic.

Over the Hackensack River, the bridge's center span will measure 190 feet in width and will be 50 feet above the river's 150-foot wide channel.

As an Interstate project, 90 per cent of bridge construction costs will be paid by the Federal government. All bids will be reviewed by Federal and State officials before the contract is awarded.

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60-I-20J

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE -

CAPTION FOR "WELCOME TO NEW JERSEY" SIGN - (3 col. mat)

Trenton, Oct. 17 - All motorists entering New Jersey will soon be greeted by a new welcoming sign that has been developed by the New Jersey State Highway Department. Installation of approximately 35 of these signs is now under way. The top of the sign stands 12 feet above ground level and its white reflecting letters on a standard non-reflecting green background, range in size from 2 to 4 inches. The numerals are 8 inches high and reflect also. To add to the sign's attractiveness a 12-inch diameter porcelain finished State shield in full color is mounted on the top section. The 4-foot by 7-foot size of the sign is in keeping with the Department's policy that has brought about a complete revamping of New Jersey's directionary, regulatory and warning signs to make them easier to read for the safety and convenience of motorists.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE MONDAY P.M.'s
OCTOBER 16

1961
ROUTE U.S. 322 - ADV.
Gloucester County

Trenton, Oct. 16 - The New Jersey Highway Department today advertised for bids November 9 on modernizing the final section of a 24.5 mile stretch of Route U.S. 322 from McKee City circle in Atlantic County to Williamstown in Gloucester County.

Work on the first 14 miles -- from McKee City to Penny Pot near County Road 561 -- has been completed under three separate contracts at a cost of more than $3 million. Construction has started on the next 5.6 miles to Cecil under a fourth contract, for $885,000.

The project advertised today comprises the fifth and final contract of the series. It covers the 4.9 miles to Williamstown and will provide a completely modernized highway linking up with the Route 42 Freeway, which provides direct access to Camden and Philadelphia via the Walt Whitman Bridge.

Construction work on the final stretch of unimproved highway will be the same as that done on the modernized sections. The existing 3-lane concrete pavement will become the base for two bituminous concrete roadways separated by a center strip eight feet wide, and bordered by outer shoulders ten feet wide. Each roadway will have two 12-foot traffic lanes.

The contract calls for constructing jughandle left-turn loops for Route 322 traffic at the Corkery Lane-Whitehall Road intersection, another pair of jughandles at Malaga Road, and an eastbound jughandle leading to Main Street in Williamstown.

(more)

1961
ROUTE U.S. 322 - ADV.
Gloucester County

The modernization work between McKee City and Penny Pot has provided two bituminous concrete roadways separated by a center strip eight feet wide. Each roadway has two 12-foot traffic lanes, and hard surfaced outer shoulders ten feet wide. The original three-lane concrete roadway was retained as a base for the new pavement.

The Department has set a schedule of 150 working days for completion of the work. Costs will be shared by New Jersey and the Federal Government.

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61-P-12A

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1961
PUBLIC SALE - LAND PARCELS
STATEWIDE

Trenton, Oct. 12 - The New Jersey State Highway Department today announced another "clean-up" of parcels of excess land which will be offered at public sale October 18.

Commissioner Dwight R. G. Palmer ordered the sale, "to clear the books of left-over pieces of land not needed for our highway construction". Some 100 parcels of land in 15 counties are involved in the sale.

The coming public sale, as well as previous auctions held in 1956 and 1958, is the result of a continuing inspection of the Department's right-of-way holdings so that surplus land may be sold to persons who can use it. The previous sales disposed of 225 parcels and brought in approximately $215,000.

The mass sale will begin 9:30 a.m. in the Department's Fernwood Station on Parkway Avenue in Trenton.

The Commissioner said municipalities in which the parcels are located will benefit by having the land returned to their tax rolls, and the State also will benefit from the mass sale by regaining the cost of acquiring and selling the land.

Prior to placing public advertisements of the sale in local newspapers last Thursday, the Highway Department notified each municipality in which parcels are located, thus affording them an opportunity to buy the land for strictly public use prior to the sale at the current appraised value.

(more)

1961
PUBLIC SALE - LAND PARCELS
STATEWIDE

The Department also notified real estate boards throughout the State to give the broadest possible coverage to the sale.

Maps showing the parcels are available for public inspection in the Right of Way Division offices, 1035 Parkway Avenue in Trenton, and at the sale.

All purchases at the sale will be subject to restrictions against billboards and use as junk yards or used car lots. Some will be subject to drainage easements, slope rights, and denied access to the highway.

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NOTE TO EDITORS:

Attached for your use is a complete listing of all parcels now scheduled for public sale on October 18.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
INTERSTATE ROUTE 287 - BIDS
Route 1 Interchange
Middlesex County.

Trenton, Oct. 11 - The Public Constructors, Inc., of Blackwood, today submitted the low bid of $3,630,005.95 on a New Jersey State Highway Department contract for constructing an interchange in Metuchen Borough and Edison Township, Middlesex County.

The interchange will connect Interstate Route 287 and Route U. S. 1.

Other bidders were: P.T. & L. Construction Co., Paramus, $3,842,093.45; S. J. Groves & Sons, Woodbridge, $3,867,989.80; Poirier & McLane, New York City, $3,894,817.87; Johnson, Drake & Piper, New York City, $4,104,257.55.

A Department spokesman said that this construction project is the final link of a 13-mile section of Route 287 which is now under construction all the way from Route 22 near Somerville to Route 1.

Completion of the 13-mile non-stop superhighway, aimed for the end of next year, will improve sorely needed highway facilities from Route 22 and the Somerville-Bound Brook industrial area to Route 1, and eventually to the Interstate Route 95 portion of the New Jersey Turnpike.

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61-I-21A